

# Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.







Entered at the Post Office at Chicago, Ill., for transmission through the mails at second-class rates.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

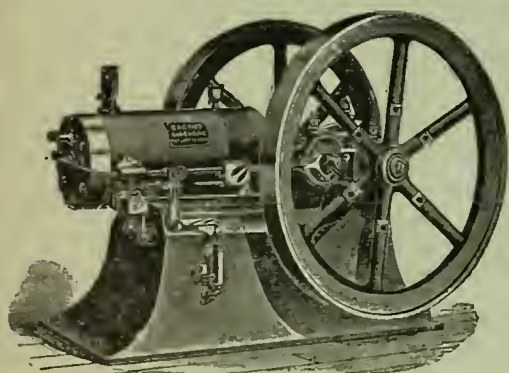
PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, FEBRUARY 15, 1903.

No. 8.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.



If you are looking for a high grade, built upon honor,  
durable and economical gasoline engine, then buy a

## BACKUS GASOLINE ENGINE

Can furnish you with a second-hand 6 H.-P. Fairbanks;  
a 15 H.-P. Otto; 20 and 60 H.-P. New Era; 32 and 65 H.-P. Foos.

If you want the best, buy a new Backus Gasoline Engine

**CHICAGO WATER MOTOR & FAN CO., 216 Lake St., Chicago, Ill.**

WESTERN AGENTS BACKUS ENGINES

**MORE  
SALEM BUCKETS**  
*Used Than Any Other.*



Write for Catalog and Prices.

## SKILLIN & RICHARDS MFG. CO.,

127-147 FULTON STREET, CHICAGO.

MANUFACTURERS AND FURNISHERS OF ALL KINDS OF

### ELEVATOR MACHINERY,

POWER TRANSMISSION, ETC.

COMPLETE OUTFITS.

L. R. FYFE

**Stock Orders  
Executed on  
New York  
Stock Exchange  
Over  
Private Wires**

**MEMBERS—**

Chicago Board of  
Trade

Milwaukee Chamber  
of Commerce

**L. H. MANSON**

*L. H. MANSON & CO.*

**GRAIN & PROVISIONS.**

**STOCKS BONDS COFFEE COTTON**

54-56 Board of Trade Bldg., Chicago

MINNEAPOLIS

ST. LOUIS

MILWAUKEE

H. M. Paynter, in Charge of Cash Grain Department

**The POST or JOURNAL,**  
containing our **Daily  
Market Letter,**  
in which appears  
**Chicago Board of Trade**  
continuous quotations  
from the opening to  
the close of business  
will be sent  
free upon application

**TEL. HARRISON  
1925--2189**

RECEIVED  
FEB 18 1903  
U.S. Department of Agriculture



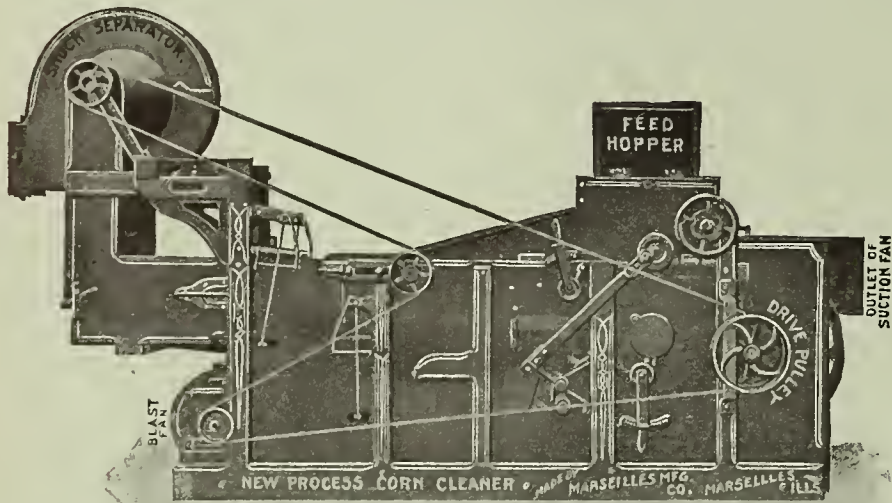
# Corn Shellers? Do We Make 'Em?

*Well, just ask us for a copy  
of our Catalogue No. 35*

IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

## Combined Shellers and Cleaners

for shelling both husked and unhusked corn.



NEW PROCESS CORN CLEANER, WITH SHUCK SEPARATING FAN.



NEW PROCESS CORN SHELLER ONLY.

The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern states or the unhusked corn of Southern states.

*If you're going to buy a Corn Sheller  
or Corn Cleaner, get a New Process.*

We are also manufacturers of Power Transmission Appliances and Grain Elevating and Conveying Machinery. We solicit specifications and the privilege of quoting on any requirements in this line.

**Marseilles Mfg. Co.** MARSEILLES, ILLINOIS.

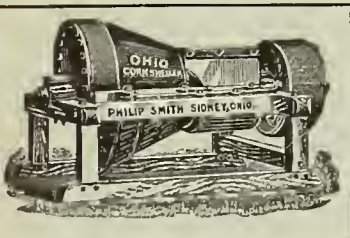
### BRANCHES

Peoria, Ill.,

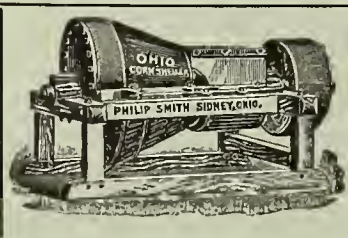
Council Bluffs and Cedar Rapids, Ia.,

Kansas City, Mo.

## SMITH'S AUTOMATIC WAREHOUSE AND ELEVATOR MACHINERY THE OHIO SHELLER



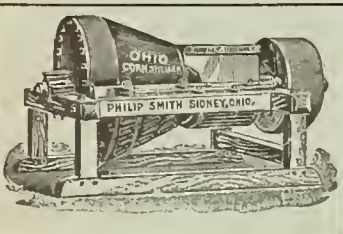
THIS  
SHELLER



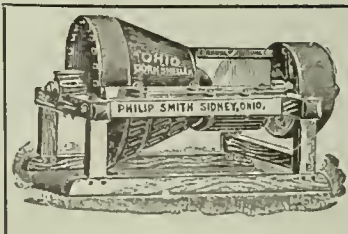
Is guaranteed to equal any  
Sheller on the market.

All the shelling surfaces are of chilled iron,  
giving the greatest possible durability.

**PHILIP SMITH**



SIDNEY,  
OHIO,  
U. S. A.



## PATENT STRETCHED ELEVATOR BELTING.

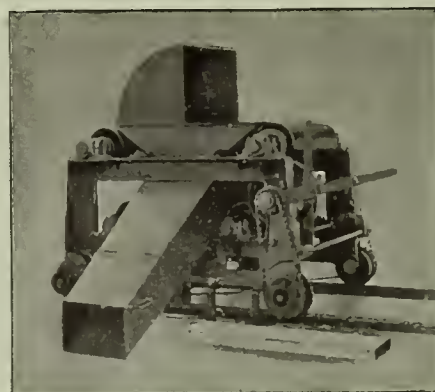
Write  
For  
Prices.



Will  
Give You  
Prompt  
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,  
96 AND 98 LAKE STREET, CHICAGO.

**THE LINK-BELT MACHINERY CO.,**  
ENGINEERS, FOUNDERS, MACHINISTS, - - CHICAGO, U. S. A.



**Grain  
Elevator  
Machinery**

INCLUDING

BELT TRIPPERS,  
POWER SHOVELS,  
SPOUTS, BUCKETS, BOOTS,  
MACHINE MOLDED ROPE  
SHEAVES,  
SHAFTING, PULLEYS,  
SHAFT BEARINGS, GEARING,  
FRICTION CLUTCHES, ETC.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.





## OUR VALENTINE!

Lovers who peak, and maids who pine,  
Look to Cupid for their valentine,  
As shippers, when they've grain to sell,  
Look to us, would they do well.

**J. Rosenbaum Grain Co.**  
Chicago



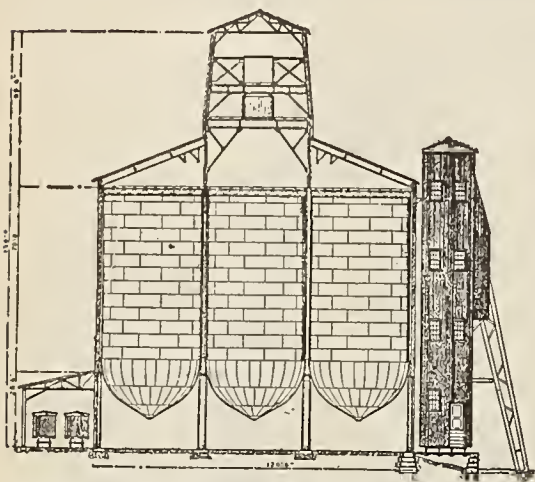
# Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
Steel Buildings,  
Steel Stacks and  
Steel Construction of  
Every Description,

Designed,  
Furnished and  
Erected in  
All Parts of the World.

General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.

# Dodge Manufacturing Co.

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**

Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,  
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

## GRAIN ELEVATOR MACHINERY

Embracing latest types of Grain Tripers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo,	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

## Feed and Meal

THE Willford Light Running Three Roller Mill is just the machine you need for custom work. It will grind the most feed with the least power.

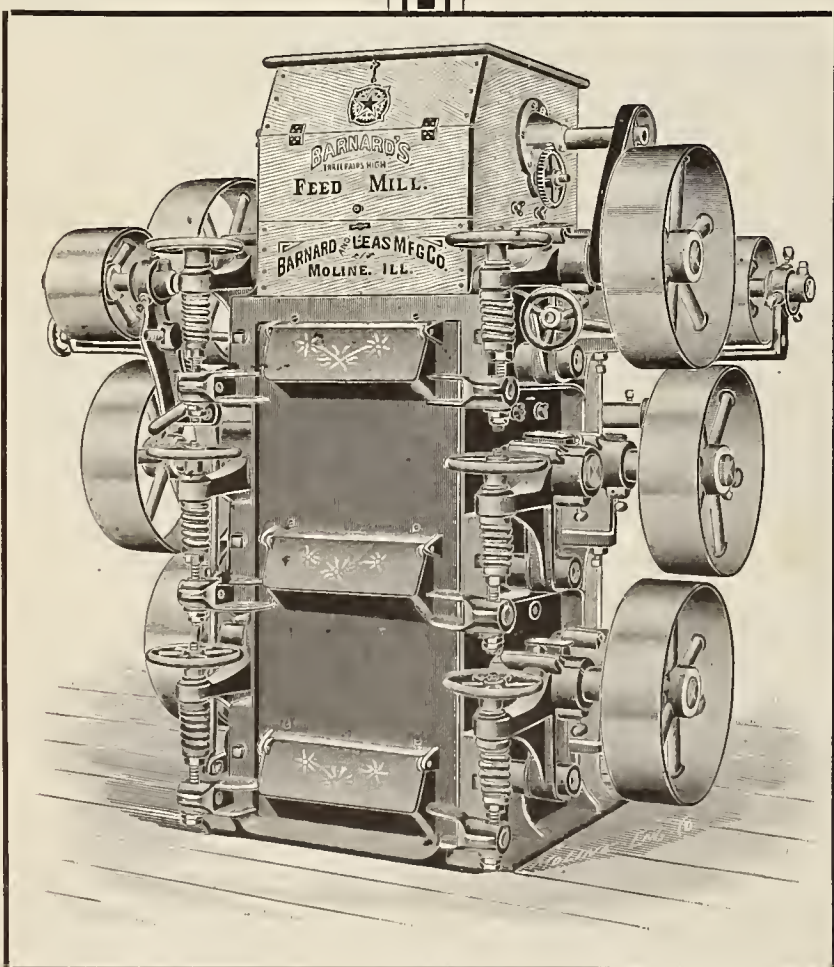
It is easy to operate; is strong, durable and reliable, and will give the best of satisfaction for grinding feed and meal.

We also make two and three-pair-high Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Separators, Scourers and Oat Clippers, and furnish all kinds of mill and elevator supplies.

## Barnard & Leas Mfg. Co.

BUILDERS OF ELEVATORS  
and ELEVATOR MACHINERY

MOLINE, ILL.





# THE COMBINED MONARCH

## CORN and COB OUTFIT

Is easy to install and easy to operate. It is making money for others: why not for you?

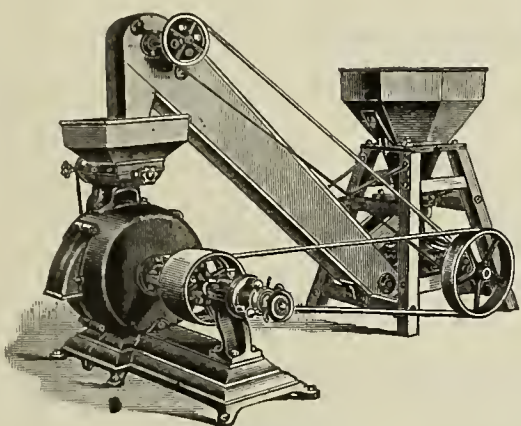
The machines are built on scientific principles and so designed that the greatest amount of work can be done with the least amount of power.

May be used separately if desired.

TOWNERS, N. Y.  
Gentlemen: I am well pleased with the 16-inch Combined Mill purchased of you October 19, 1894. It does the work satisfactorily and have been to no expense whatever for repairs. Do all kinds of grinding at the rate of 600 to 800 pounds per hour with 10 horse water power. Am so well pleased with it that if I were to get another mill it would be the same kind.

Yours very truly,  
ALONZO PALMER.

OUR Feed Mill Catalogue and Pamphlet, "WHAT OUR CUSTOMERS SAY," will tell you more about this outfit. They are yours for the asking.

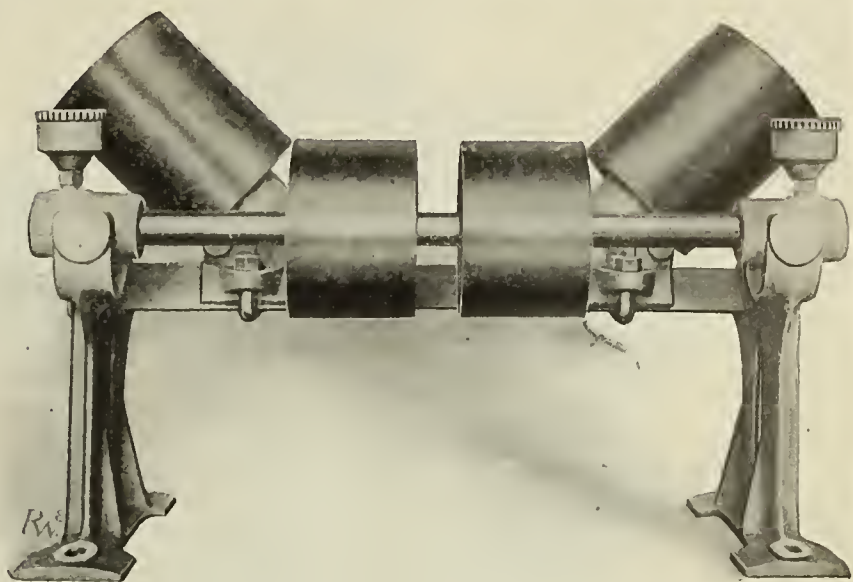


### Sprout, Waldron & Co.

Chicago Representatives:  
MONARCH MILL & SUPPLY CO.  
68 and 70 South Canal St.

Box O., MUNCY, PA.

## Belt Conveyor Machinery



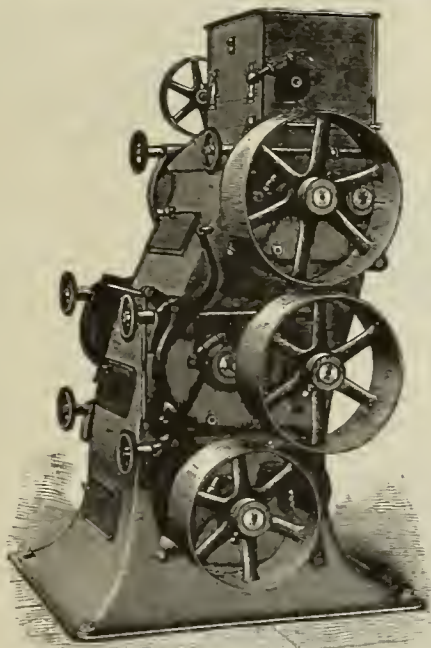
OUR Patent Self-Oiling Carriers are in use by many of the best modern plants in this country. We manufacture a complete line of the *most improved appliances* for belt conveyors. Our Carriers, Trippers and Take-ups have features that are most distinct improvements over any others on the market.

Estimates furnished on application.



### Stephens-Adamson Mfg. Co.

Office and Works:  
AURORA, ILLINOIS



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

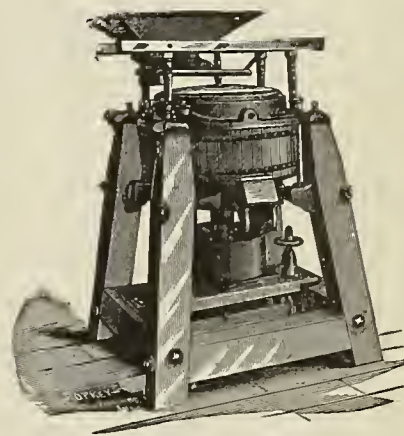
### ...FEED AND MEAL... IT PAYS

WE MANUFACTURE  
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

### DUST COLLECTORS (Tubular, Automatic).

#### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

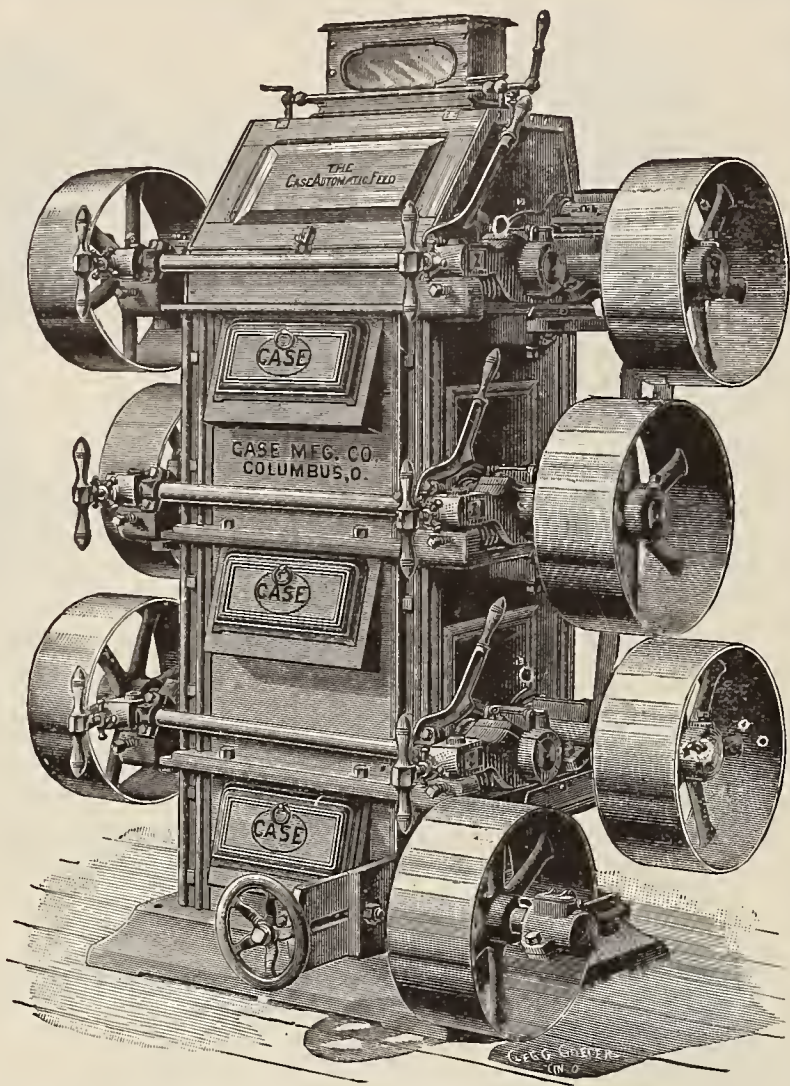
CORRESPONDENCE SOLICITED.

### NORDYKE & MARMON CO.,

### INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.





# YOU WILL

Certainly make some arrangements for the grinding of meal and feed to meet the ever increasing demand for these products, and when you do you will most surely want a first-class machine.

We wish to interest you enough to write us for prices on our **THREE-PAIR-HIGH SIX-ROLLER MILL**, as we are satisfied we can make you

a customer. No machine can so well cover your requirements as the one we offer.

For a **CORN AND COB CRUSHER**, you will surely want a **CYCLONE**, once you have read description and know the price.

We carry a full line of mill and elevator supplies and shall be pleased to have specifications for any of your wants.



**CASE MFG. CO.**  
COLUMBUS, OHIO



We Own and Control the Only  
**GRAIN PURIFIER**

That is Protected by United States Letters Patent



OF course you need a Grain Purifier that will remove all traces of smut, must and mold odors, water stains, etc., and give you the highest prices for your grain, but at the same time you want protection from damage suits for using infringing devices.

Write us if you want to know what our Grain Purifier can do for you.



**The American Grain Purifier Constructing Co.**

PAID UP CAPITAL, \$250,000

Davenport, Iowa, or Kentland, Indiana

**Edward Hines Lumber Company**

Chicago, Illinois

*HEADQUARTERS FOR LONG, HEAVY SIZE*

**TIMBERS**

especially selected for Scale Timbers, Special Bill Stock, etc. Also

**HEMLOCK**

We carry a large line in all sizes and lengths; it is nice soft characted stock—not “brashy” at all, as is the case with that which is generally carried in stock here. Excellent for construction purposes.

**Cribbing**

We continually carry a large and complete assortment of stock used for this purpose.

REMEMBER, we carry a stock of over 75,000,000 feet of lumber here—the largest and most complete stock ever carried by any one concern in the world, and that our facilities to handle your business are par excellence; all of this for your benefit and at your service.

Correspondence solicited and will be answered the day received. Long distance telephone, Canal No. 349.



# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

### GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

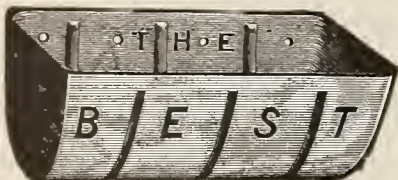
Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga.

Southwestern Sales and Engineering Office, R. 202 Trust Bldg., Dallas, Tex.

## CALDWELL HELICOID CONVEYOR.

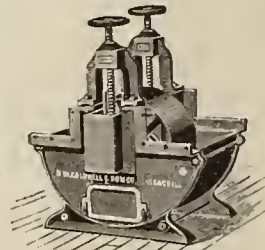
 Specialties for  
Grain Elevators and Mills.

 THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.

 CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

 LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

 FRICTION CLUTCHES.  
JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
PERFORATED METALS.

 PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

 Elevator  
Boot.


OUR NEW CATALOGUE No. 26 (440 PAGES, CLOTH BOUND) WILL BE SENT UPON APPLICATION.

## COMPLETE ELEVATOR OUTFITS MACHINERY AND SUPPLIES.

 LARGE STOCK,  
PROMPT SHIPMENTS.

*Interesting Prices.*

WEBSTER GASOLINE ENGINES.

### MIDLAND MACHINERY CO.,

309 So. 3rd Street, : : : MINNEAPOLIS, MINN.

### OUR SPECIALTIES

 Patented Chain Grain Feeders  
"Little Giant" Grain Cleaners  
"Little Giant" Suction Fans  
Water-Tight Elevator Boots  
Elevator Heads  
"Safety" Wagon Dumps

 Send specifications for complete equip-  
ments for Grain Elevators.

 B. S. CONSTANT CO.,  
BLOOMINGTON :: ILLINOIS

## THE New Era Elevator


 Is the long looked for  
conveyance for carrying  
employees between the  
lower and upper floors,  
making pleasure out of  
your hardest work. Sold  
on 30 days' trial. For  
further information apply  
to

 PHILIP MOSER  
Sole Manufacturer  
SIDNEY, OHIO

## CYCLONE DUST COLLECTOR


 THE KNICKERBOCKER CO.  
JACKSON, MICH.

### ARE YOU INTERESTED?

### The Grain Dealers National Mutual Fire Insurance Co.

### INSURES COUNTRY ELEVATORS ONLY

For Information, write

 C. A. McCotter, Sec'y,  
Board of Trade Bldg., Indianapolis, Ind.

### MILL OWNERS'

## MUTUAL FIRE INSURANCE

### COMPANY

DES MOINES, IOWA

 Insures Mills, Elevators, Warehouses  
and Contents.

Oldest Flour Mill Mutual in America

 SAVED TO MEMBERS  
NEARLY \$1,000,000.00

J. G. SHARP, Sec'y,

DES MOINES, IA.

## DUST! DUST!


 GIBBS' PATENT DUST  
PROTECTOR is inval-  
uable to operatives in every  
industry where dust is trou-  
blesome. It has been  
thoroughly tested for many  
years in every kind of dust  
and is the only reliable pro-  
tector known. Perfect venti-  
lation. Nickel-plated pro-  
tector. \$1. postpaid. Circu-  
lars free. Agents wanted.  
GIBBS RESPIRATOR CO.,  
34 La Salle St., CHICAGO.

## INSURANCE

### ON GRAIN ELEVATORS AND CONTENTS

Is furnished at cost by the

 MILLERS' NATIONAL INSURANCE CO.,  
of Chicago.

 It is a Mutual Company which insures  
more mills and grain elevators than any  
other company in the United States.

 It has been in business 26 years and its  
average annual cost for insurance to mu-  
tual policy-holders has been about one half  
of the board rates of stock companies.

 It had admitted assets, January 1, 1901,  
of \$2,828,533.69, and a net cash surplus  
over all liabilities of \$472,753.43.

 The same conservative management  
which has directed the Company's affairs  
all through its prosperous existence will  
be continued.

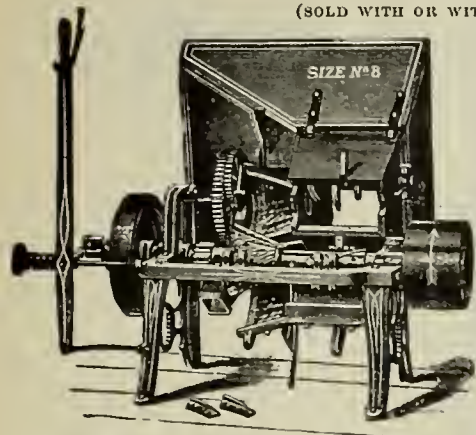
 Before placing your insurance, write to  
the Company at No. 205 La Salle Street,  
Chicago, for a copy of the circular and  
statement, which fully explains the Com-  
pany's method of insuring your class of  
property on the mutual plan. If your risk  
is up to the required standard you cannot  
afford to insure in any other company.

W. L. BARNUM, SECY.



## The Best All-Around Feed Mill

(SOLD WITH OR WITHOUT SACKING ATTACHMENT)



For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. *Will grind Kaffir corn* in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

*High-priced grain incites feeders to economize. Ground feed is the economical feed.*

Our catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

### STANDARD GOODS at RIGHT PRICES

ARE OUR

GRAIN ELEVATOR MACHINERY AND MILL SUPPLIES,  
POWER TRANSMISSION, GAS ENGINES,  
STEAM ENGINES AND BOILERS.

ESTIMATES FURNISHED

H. L. THORNBURGH & CO.

245-247 S. JEFFERSON ST., CHICAGO, ILL.

## "THE IDEAL ELEVATOR BELT."



For Elevating, Conveying and  
Power-Transmitting

# LEVIATHAN BELTING

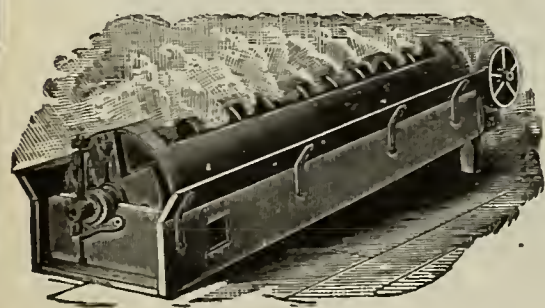
Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.  
55-57 Market St., Chicago.  
120 Pearl St., Boston.

SEND FOR PRICE LISTS AND SAMPLE.

WHY NOT USE  
THE ORIGINAL

# CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,

BREWERS' GRITS AND MEAL,

BUCKWHEAT, RICE AND

ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double  
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

## KAY-PIM MNFG. CO.

MANUFACTURERS OF

## General Grain Handling and Power Transmitting MACHINERY

Our new works are equipped  
to demonstrate the fact that by  
improved methods, high-grade  
machinery may be furnished  
at Low Prices.

*Grain Elevator Contractors, Machinery Agents and  
Elevator Owners will find it to their advantage  
to obtain our quotations.*

WRITE FOR CATALOGUE

GENERAL OFFICE AND WORKS

N. Broadway, Monroe and Second Sts.  
ST. LOUIS, - - MISSOURI.



## THE HUMPHREY Endless Belt Employes' Elevator

:: :: FOR :: ::  
GRAIN ELEVATORS  
FLOUR MILLS AND  
F A C T O R I E S

For fifteen years in continuous  
use in many of the big elevators  
and mills of the country.

Saves time, gets the men  
around oftener, insures better  
service.

Let me refer you to scores of  
enthusiastic users.

S. K. HUMPHREY, 53 STATE ST.  
BOSTON, MASS.





# The "Eureka"

## DRYER AND CONDITIONER

For Drying Damp Wheat,  
Barley, Oats and Corn.

# The "Eureka"

## Wheat Washer, Whizzer and Dryer

For Completely Cleaning Smutty and  
Off Grade Wheat. Over Three Hundred  
of These Systems in Operation

WRITE FOR FULL PARTICULARS.

### THE S. HOWES COMPANY

"Eureka" Works.

Established  
1856.

SILVER CREEK, N. Y.

BRANCH OFFICES

64 Mark Lane, London, Eng.  
11 Broadway, New York City.  
50 William Street, Melbourne, Australia.  
11 Traders Building, Chicago, Ill.  
5 Chamber of Commerce, Minneapolis, Minn.



(copyright)



## Why not

*put into your elevator  
a mill to grind Meal and Feed?*

*The farmer uses Meal and Feed  
and he comes to your door.*

## We Make the Machines

ROLLER MILLS,  
BURR MILLS,  
DISC MILLS AND  
CRUSHERS.

WE WANT TO SEND YOU OUR BOOK

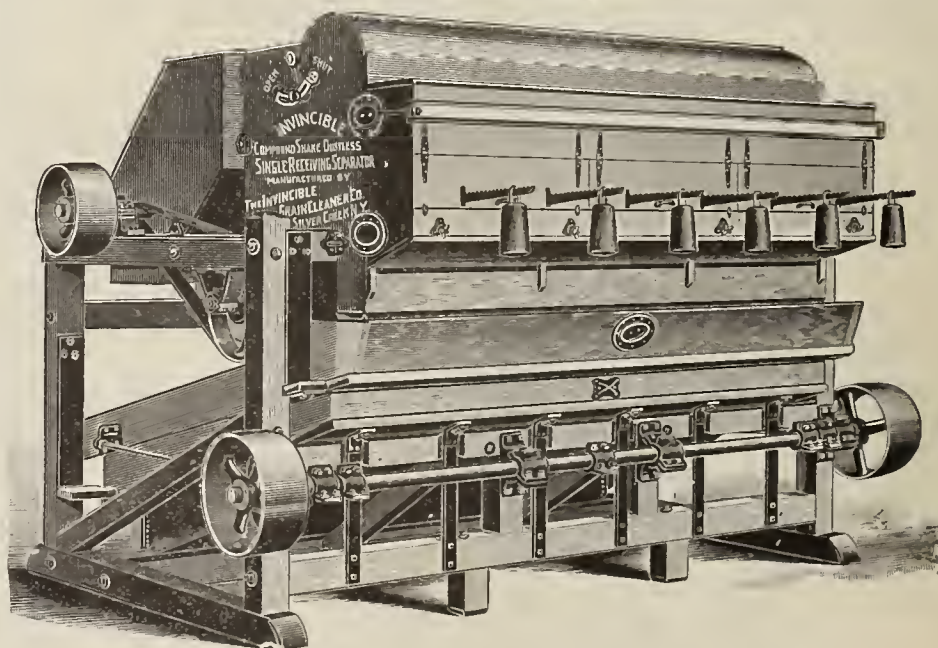
### Richmond City Mill Works

544 NORTH SIXTEENTH ST., RICHMOND, IND.

NO SHAKE, NO TREMBLE—Steadiness Itself.

## The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.  
They never shake the building but stand as steady as a rock.  
Their work is perfect.  
Write for latest catalogue.



### Invincible Grain Cleaner Company,

SILVER CREEK, N. Y., U. S. A.

Also Manufacturers of the  
Needle Screen Gravity Separator and Spiral Belt Separator.

REPRESENTED BY

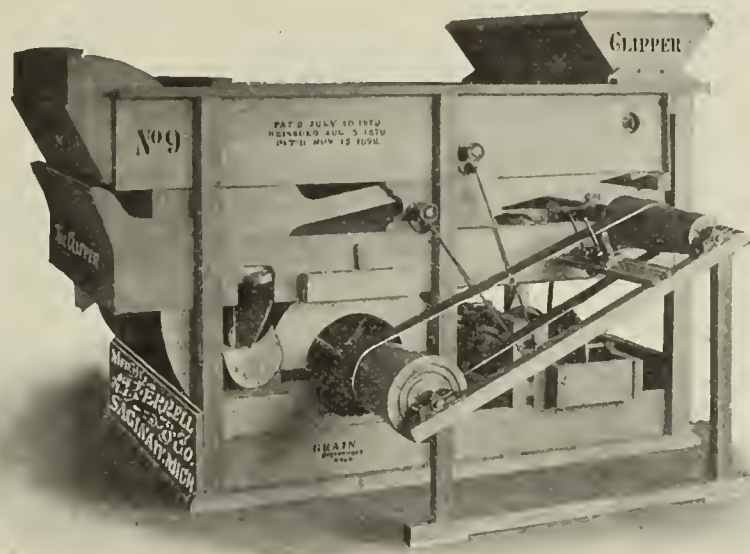
W. J. Scott, 91 Traders' Bldg., Chicago, Ill. Edward A. Ordway, 612 Exchange Bldg., Kansas City, Mo.  
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn. J. N. Bacon, Blachere Block, Indianapolis, Ind.  
N. B. Trask, Lochiel Hotel, Harrisburg, Pa.



# The Clipper Grain and Seed Cleaner

Our No. 9 Special Clipper Cleaner with Traveling Brushes and Air Controller is absolutely unequalled for handling all kinds of grain and seed. It will handle clover, timothy, millet, red top, blue grass or flax to perfection, and all kinds of grain equally as well.

Our Traveling Brush Cleaner will pay for itself in one year in time saved to the operator. After the machine and brushes are once regulated, they will run without personal attention, the brushes will keep the screens clear at all times, and the results will far exceed results secured by using a cleaner without traveling brushes.



With the air controller, the blast can be regulated to blow out all imperfect seed or grain, the importance of which all dealers appreciate.

Our machines are guaranteed to be first-class in every particular, to require a smaller amount of power than any other cleaner of equal capacity, and to give entire satisfaction in the work for which we recommend them.

OUR SAMPLE PLATE OF PERFORATIONS AND CATALOG MAILED ON REQUEST

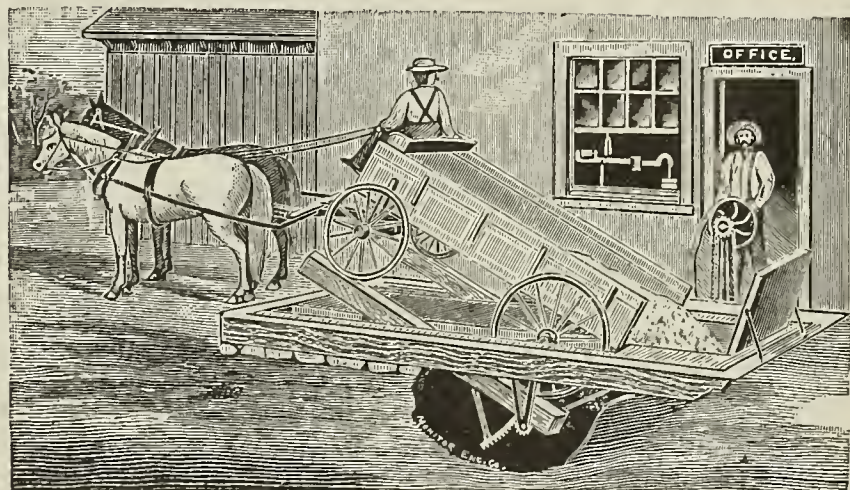
**A. T. FERRELL & CO., Saginaw, Mich.**

## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

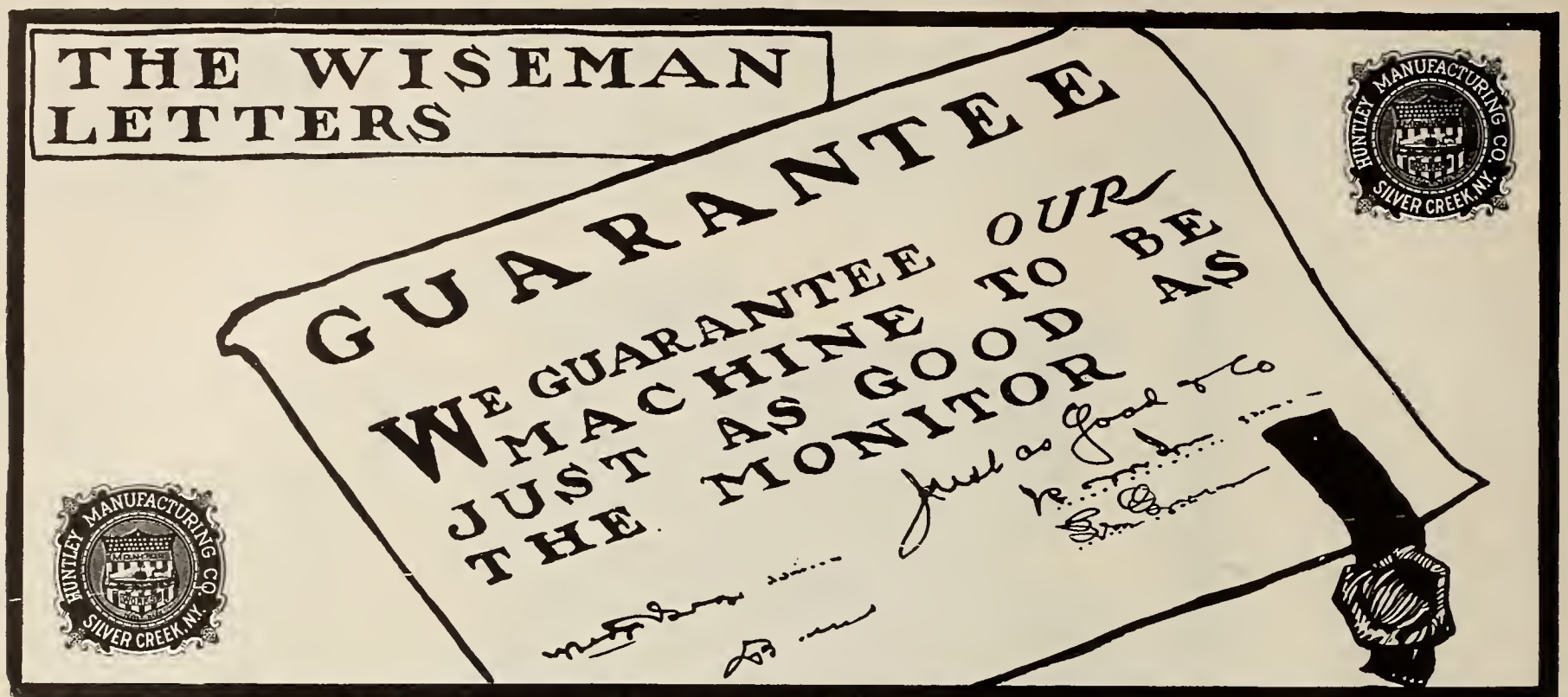
Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., S. Paul, Minn., Northwestern Agents.





## Thirty Days After

MY DEAR JOHN:

Just got your letter when I returned home from a trip up in Canada and you enclose me a copy of Just-as-Good & Co.'s guarantee. It looks pretty—reads nice, but you will forgive me being a little cynical, but I have seen that guarantee before.

It caused me one of my best clients to find out how much that guarantee was worth. Suppose you put in the J. A. G. & Co.'s machinery and thirty days afterwards you find it isn't worth what you thought it was, and you have got a lot of work on hand that you have taken in on the supposition that your department can handle it? You have made your contracts for delivery and your department cannot handle it—you are up against it, aren't you? Then suppose you have the J. A. G. & Co.'s people come down and try to make those machines worth while? What are you going to do while those machines are out of service.

I tell you, it gives you heart's disease and makes your pocketbook look sick when you run up against that sort of thing. I had a taste of that, as I suggest above.

That whole guarantee is a "give-away" on the face of it, What's the use of bothering with the Just-as-Good machinery when you *know* that the Monitor is the best—when the Just-as Good people admit that it is the best and when the difference in cost is so mighty little? If it meant a difference in hundreds of dollars it might be worth while, but the Monitor people are manufacturing a product that cannot be sold cheaper than they sell it for. Now if somebody is selling machinery that looks like the Monitor, but is cheaper, how can you figure it out that you are going to save anything by buying a cheaper, inferior article?

I don't care what line of machinery you put in—whether it is a Separator, Scourer, Oat Clippers, Smutters, or any of the special machinery of which the Huntley people make such a large line, or whether you put it in for mills or for elevators, the Monitor machines stand the racket—produce the results and you can't get as good a machine for one penny less, and as far as my experience goes there are no machines made as good as they are for the money.

That is pretty strong talk, I know, but my experience has absolutely proven it to be correct:

Yours,  
SAMUEL WISEMAN.

### The Monitor Line Includes:

Monitor Dustless Warehouse and Elevator Separator  
Monitor Dustless Oat Clipper  
Monitor Dustless Warehouse Smutter

And a full line of special grain cleaning machinery for any and all kinds of uses.

**Huntley Manufacturing Co.**  
Silver Creek, New York.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

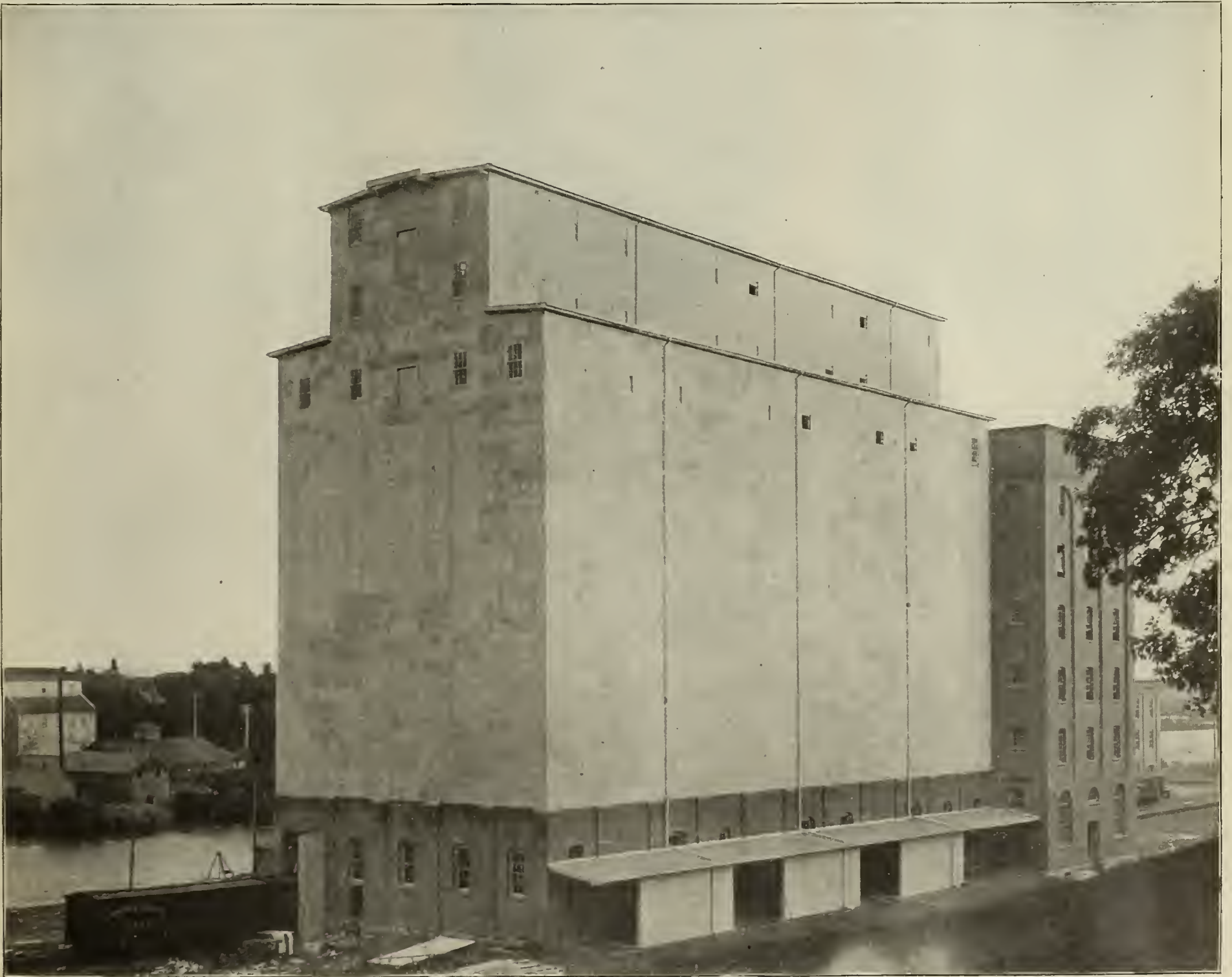
PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, FEBRUARY 15, 1903.

No. 8.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.



THE AMERICAN CEREAL COMPANY'S ELEVATOR AT PETERBORO, ONTARIO, CANADA.  
Macdonald Engineering Company, Chicago, Engineers and Contractors.



**AMERICAN CEREAL COMPANY.**

The familiar figure of the benevolent old Quaker gentleman with a package in his hand and an oatmeal expression in his smile has invaded Canada. This refined and sanctimonious old scion of Philadelphian gentility has dammed the Otonabee River at Peterboro, Ont., built a million dollars' worth of mills and other things, is preparing to pump ten thousand electrical horsepower from the locked up waters through the mills and into the boro and scatter his illumined packages to the furthest confines of the earth.

The erection of a grain elevator was an important factor in this scheme. He wanted a place to store, for his own convenience, 500,000 bushels for the first installment. He got that; and now he wants a million and a half more.

The building illustrated herewith was designed and erected by the Macdonald Engineering Co., Chicago, for that purpose. It is a wooden structure, covered with galvanized corrugated iron above the first story, which is enclosed with brick walls. The cupola has the appearance of a somewhat stunted growth, as measured by the standard type of elevator cupola. This arises from the fact that the weighing is all done on the ground level by means of three 80-ton track scales, located in the receiving track, which passes through the house. There being no hoppers or garners in the cupola, the height required is only for direct spouting from the elevator heads to the bins.

There are three car receiving legs of 8,000-bu. capacity each, and three legs of 4,000-bu. capacity each for receiving from wagon dumps, located in the driveway shed on the outside of the building. The basement floor of the elevator is ten feet below the track level and affords a roomy operating space for the track scales; elevator boots and a belt conveyor, which travels in either direction the length of the building. The wagon dumps are each set in an 8-ton wagon scale, having the register beam located on the main floor inside of the building. The dumps are operated by a special controllable mechanism and discharge into large dump hoppers, from which the grain is conveyed to the legs by means of screw conveyors.

The first story is a heavy frame of long leaf pine timbers dressed and all painted white. The framework of all floors, walls and roofs is in heavy mill construction with sheathing 2 inches thick.

The machinery is driven by electric motors, the current being supplied from the company's hydraulic power plant on the premises.

All grain received in the elevator is passed through an elaborate system of cleaning machines located in the brick cleaning house adjacent to the elevator, and is consumed in the manufacture of the company's cereal products.

**NATIONAL BOARD OF TRADE.**

Commissioner Frank Barry reported to the National Board of Trade, at its meeting in Washington on January 13, that since his appointment he had visited thirty-seven cities, located in twenty-one states, and had called on the directors of more than 100 industrial organizations; and that in consequence of his efforts twelve new organizations have applied for membership in the National Board, and others have the question of joining under consideration.

The proceedings of the Board, as usual, covered several days and circled around an enormous field of operations, including merchant marine, interstate commerce law, consular service, tariff revision, river and harbor improvements, reciprocity in general and reciprocity with Newfoundland and Canada specifically—all of which projects received endorsement in some form or other.

Blanchard Randall of Baltimore was elected president; B. A. Eckhart of Chicago, first vice-president; W. P. Kennett of St. Louis, second vice-president, and W. R. Tucker of Philadelphia, secretary-treasurer; the gentlemen named and F. P. La Lanne of Philadelphia, W. H. Chadwick of Chicago, C. S.

Hamlin of Boston, W. M. Day of Cleveland and G. H. D. Johnson of Milwaukee, board of managers.

Mr. Randall, the new president, has been president of both the Baltimore Board of Trade and the Chamber of Commerce. He has been a member of the firm of Gill & Fisher, grain merchants, since 1883, and is connected as director with several financial institutions of Baltimore. He is a native of Annapolis, Md.

**F. M. SMITH.**

A familiar name and face in the grain and milling business of the west and the rice trade of the southwest is Frank M. Smith, who, since 1895, has represented The Huntley Manufacturing Company of Silver Creek, N. Y., as general western agent in Chicago.

Born in 1843 in Erie county, N. Y., Mr. Smith enlisted while still a youth in the Tenth New York Cavalry, with which he saw four years of active service in the great war between the states, and arose to the rank of lieutenant. When the war was over and swords were metaphorically beaten into plowshares, the occupation of miller succeeded that



F. M. SMITH, CHICAGO.

of soldier and Mr. Smith became an early master of the art. Later he entered the service of the old and well known firm of Huntley, Holcomb & Heine of Silver Creek, N. Y., with whom he remained for seven years. He was successively with the Jno. T. Noye Manufacturing Company of Buffalo, building mills, and The Geo. T. Smith Purifier Company of Jackson, Mich., in building the Eldred Mill, and then with The Knickerbocker Company of the same place. Ten years ago he became connected with The Huntley Manufacturing Company of Silver Creek and, as above stated, has been located in Chicago since 1895 as their general western agent.

Mr. Smith was married in 1868 to Miss Marcia D. Fiske and has three children living, a son inheriting his father's genius for mechanics. To the personal qualities which make a good salesman Mr. Smith adds a wide knowledge of machinery and experience with grain that have contributed to success in his chosen field.

**OPEN BOARD DELIVERIES.**

On January 22 the Chicago Open Board of Trade adopted an amendment to its rules providing for the delivery of grain on future contracts, the Chicago Board of Trade contracts being adopted.

The rule also stipulates that on trades for contract wheat, corn or oats the seller can tender lower grades at a discount from the contract price. In wheat No. 3 red or No. 2 spring, in corn No. 3, No. 3 yellow, or No. 3 white, and in oats No. 3 white or No. 2 can be delivered. In all cases the differential rates are to be established by a committee of three not members of the directory, who are to be elected by the Board.

**SWITCHING CHARGE REMOVED.**

The Illinois Railroad and Warehouse Commission on January 15 announced a decision by Commissioner Neville abolishing in East St. Louis, Ill., the \$2 switching and reconsignment charge exacted since November 1 last within the limits of St. Louis and East St. Louis.

The shippers complained that the charge was an unjust discrimination, in view of the fact that it was charged only when reconsignments were made to interchange tracks with other roads, or to elevators or warehouses on their own roads when the said grains were to be unloaded within the switching limits of East St. Louis, and were not made when cars are delivered of being shipped beyond the switching limits of East St. Louis. The order is as follows:

"It is therefore ordered by the Railroad and Warehouse Commission of the state of Illinois that all railroads running into and doing business within the city of, or switching limits of East St. Louis, shall hereafter allow all shippers or receivers of grain within said district a reasonable time to direct said railroad companies where to deliver said grain, after they have had notice of its arrival within the switching limits of East St. Louis, when said grain is shipped from a point within the state of Illinois, to East St. Louis, and that such reasonable time shall be until 5 o'clock p. m. the day following delivery of notice of arrival thereof, and that no extra charge shall be made for delivering said grain to any warehouse, elevator or interchange tracks where said grain is to be delivered within the switching limits of East St. Louis and until after 5 o'clock p. m. of the day following the delivery of notice of such arrival to the consignee, receiver or person entitled to receive said grain."

The charge on the St. Louis side of the river and at Kansas City is now in the courts for adjudication.

**STATE INSPECTION IN OREGON.**

A bill has been introduced in the Oregon legislature to create a state grain inspection department. It provides for the appointment by the governor of a chief grain inspector who will have authority to appoint two chief deputies and as many others as there are places in the state from which grain is shipped in carload lots. The salaries will be: Chief inspector, \$1,800; chief deputies, \$1,000; other deputies, \$75 per month; chief clerk, \$1,000. These salaries must be made out of the fees collected, at the rate of 75 cents per car for grain in sacks and 50 cents per car for grain in bulk.

It is further provided that the grain inspector shall supervise and have exclusive control of the weighing, as well as of the grading of grain.

Appeals from the track inspector may be made, within 36 hours (barring Sunday and holidays), to the chief inspector (fee \$1 per car extra), and from him to a board composed of himself, a person chosen by the appellant and a third person to be chosen by these two.

Grain consigned to points outside the state shall not be subject to inspection or to the fees therefor unless it shall be milled in transit in Oregon.

Grain scales shall be subject to examination and be licensed, the fee being \$5 per annum.

All employees in or about any warehouse, elevator, mill, dock, feed store, commission house, etc., where grain is subject to inspection and is weighed must be licensed by the chief grain inspector, such license stating that said person is competent and had taken an oath faithfully and honestly to perform his duties as such weigher, etc.

The bill also creates a State Grain Commission to consist of the chief grain inspector and two others, who shall be appointed by the governor and hold office for two years. The commissioner shall have power to establish grades of grain each year, publish the same, and upon request furnish samples at cost to warehouses and elevators.

It is provided also that, "for the purpose of maintaining the grade of wheat known abroad and in exporting as 'fair average quality Walla Walla,' it



shall be the duty of the chief inspector to procure from every part of the state of Oregon, each season, as soon as it can be done after harvest, samples of the crop of wheat, and after collecting such samples of wheat he shall call a meeting of the State Grain Commission, and they shall make up and establish from the said samples the said grade, which shall be a fair average mixture of all the club varieties grown in the different sections of this state." If deemed expedient, the Commission may confer with like authorities of the state of Washington in order to make the grade uniform within the two states. "Fair average quality Walla Walla" may be inspected out on notifying the inspector on payment of a sliding scale of fees per ton based on the quantity inspected at any one time, no single inspection to be worth less than \$1.

### REUBEN. G. CHANDLER.

Reuben G. Chandler is one of the men who have had greatness thrust upon them. His friends are confident his moral shoulders are broad enough to bear ever greater honors with credit to himself



REUBEN G. CHANDLER.  
President Chicago Board of Trade.

and to the Board of Trade of which he is the chief executive officer.

Mr. Chandler's platform is to continue the policy of his predecessor, W. S. Warren, whose administrations have lifted the Board out of the "Slough of Despond," restored it to self-respect as the upholder of the laws of the state as well as of the rules of the Board itself, and rehabilitated it in the confidence of the general public as a great commercial exchange affording the widest facilities for legitimate speculation as well as for unlimited cash trading.

No president of the Board could have a higher aim upon entering upon a new administration.

### AFTER BUCKETSHOPS.

There is much rapid firing along the line at this time at the bucketshops. In the Illinois legislature Mr. Nohe has introduced a bill to penalize bucketshop men and horse-race gamblers who use the telegraph or telephone in their business for the dissemination of bets, results, etc. The penalty is \$1,000 fine or imprisonment up to two years for first offense; for second, both penalties.

In the Minnesota legislature a bill to make all bucketshop operations unlawful has been offered.

At both Chicago and Minneapolis the grand juries took up the bucketshoppers for investigation.

On January 28 Judge Kohlsaat at Chicago issued an injunction restraining the Central Grain and Stock Exchange of Hammond, Ind., from distributing Chicago Board of Trade quotations in Illinois. This company is an old offender, and a foxy one. In 1900 it obtained from Judge Vail at Chi-

cago an injunction to prevent the Board from cutting off its quotations; but the Appellate Court dissolved the writ, which ruling was sustained by the Supreme Court. Then the company made a slight change in its name and removed to Indiana. When the Board learned that the company was doing business in Illinois, on December 26, 1902, it applied to the United States Court for an injunction. The defendants questioned the jurisdiction of the court, but failed to produce their president and manager, and again changed its name on or about January 6 to the Hammond Elevator Company, another Delaware corporation. An order on the company to produce its president and manager, Mr. James F. Southard, for examination before a master, having failed to bring him into court, Judge Kohlsaat entered the restraining order pending the production of the witness.

In order to differentiate the Chicago Board in all respects from the Open Board, the directory of the former institution prepared an amendment to the rules ordering any member who shall have any dealings directly or indirectly with bucketshops, or, in short, with the Open Board, or its members, shall be deemed guilty of unmercantile conduct, and be subject to expulsion.

[For the "American Elevator and Grain Trade."]

### KILN-DRYING CORN.

BY GEO. H. HESS, JR.

The recent hearing before the Illinois Warehouse Commission of arguments for and against the proposal to make a separate grade for artificially dried corn, has revived interest in a subject on which the grain trade seems to have little definite information.

The impression seems to prevail in some quarters that the drying of corn is injurious and unfits the grain for use, objectors going so far, at this hearing, as to claim that the germs were killed; oil eliminated; starch content destroyed; nutriment impaired, etc., but without fortifying such claims by actual tests and analysis.

As a matter of fact, such results are not produced by any of the driers in use in Chicago, and probably not by driers anywhere. The drying of corn is carried on for the purpose of expelling moisture enough to render storage and shipping possible, which incidentally raises the grade of such corn; and this is accomplished by exposing the grain to currents of warm air (140° to 190°) for a very short period, say thirty to forty minutes. It is then immediately cooled by a blast of cold air.

It is not intended to exhaust all the moisture from the corn, for No. 2 corn will safely carry 10 per cent of water, and an evaporation below that content will be an actual loss to the operators. But the purpose is to bring the grain to a condition which will insure safety from deterioration. Grain is not injured by proper drying. The writer submitted to the Commission samples of the identical grain complained of and which complaint was the cause of said hearing; and these samples showed the grain sprouted and growing, though they had been exposed to germinating influences but sixty hours.

Of course, it is not expected that grain of low quality, immature and poor, can be dried and then made acceptable as No. 2. The inspection department can prevent such grading. But if grain of proper quality is dried to proper condition, it comes within the rules and should pass as No. 2.

The use of the drier is legitimate and necessary, and has resulted in the saving of millions of bushels of grain. It is an insurance and a safeguard against deterioration which cannot safely be dispensed with, especially with such a crop as that of 1902.

It is invaluable for the protection of grain in oceanic transit. The Department of Agriculture has received many complaints from abroad of the bad condition on arrival of American corn, and recommends the use of driers on such grain before shipments. This department is now collecting information for publication with reference to this very matter, it being conclusively proven at this

time that excess of moisture is the chief cause of trouble causing such complaints.

### L. S. CHURCHILL.

The business career in grain of L. S. Churchill, president of the Toledo Produce Exchange, covers a little over twenty years. Going to Toledo in January, 1883, he entered the employ of Churchill, Bennett & Co. (M. Churchill, now of Chicago, and M. H. Bennett of the Calumet Grain and Elevator Company, Chicago). A year later, on their advice, Mr. Churchill entered into business (January 1, 1884) on his own account. In 1899 he was admitted to a partnership with Churchill & Shoemaker. After the death of Mr. Shoemaker (1891) the firm name was changed to Churchill & Co.

Mr. Churchill has been very successful as a grain merchant, and in addition to the large business to which his name is given, he is largely interested in country elevators in Ohio and Indiana operated by line companies—one, the Wayne Grain and Malting Company of Leipsic, Ohio, of which he is vice-president; another, the Standard Grain and Hay Com-



L. S. CHURCHILL, TOLEDO, OHIO.  
President Toledo Produce Exchange.

pany; and a third, the Hancock Grain and Milling Company, of both of which last named companies he is president. He is also interested in the Iron Elevator and Transfer Company at Buffalo, N. Y., of which he is vice-president; and he is president, also, of the Diamond Mills of Buffalo, N. Y.

As member of the Toledo Produce Exchange he has always taken a leading part in the conduct of its affairs, and on account of both his business ability and personal character he has been honored by his colleagues in the trade in past years by elections successively to the office of second and then first vice-president, and at the late election to the office of president, the highest honors in the gift of the association.

### THE SEED MILL GRINDING.

The congressional distribution of seeds is now going on, the limit being only 39,000,000 packages. The distributors began early, so that prior to Christmas seeds had been sent to Alabama, Arizona, California, Florida, Georgia, Hawaii, Louisiana, Mississippi, New Mexico, South Carolina and Texas; by December 31, Arkansas, North Carolina, Oklahoma, Oregon, Tennessee and Washington were reached. The other states not reached in January will receive their dole in February and March. Idaho, Maine, Montana, New Hampshire, North Dakota, Vermont and Wyoming come last, and seeds to this, the sixth division, will be sent by March 31.

The seeds are put up by machinery, so that the contractor employs only about 100 girls, who get the magnificent wage of "about \$4 a week." There are also some boys at work.



## CATON FARM ELEVATOR.

The Caton Farm in Will County, Illinois, has long been celebrated as the home of high-bred horse flesh. Owned by a millionaire who has taken a personal interest and pride in the farm and its appointments, the elevator naturally partakes of the general character of its surroundings, as will be seen by the description below. It is located on the coal branch of E., J. & E. Ry., about five miles from the village of Plainfield.

The elevator is 36x65 feet on the ground and 45 feet high above the foundation. It has two dumps and two stands of elevators, each dump having a capacity of 300 bushels. The grain is distributed from the elevators into fourteen bins.

Between the railroad track and the driveway is a space 32x36 feet in size, where are located an oats clipper, dustless grain cleaner, corn sheller, car puller, etc., and close to the track line is a 20,000-lb. hopper scale. The grain drops directly from the scale into the car, so there is no chance for mixing grain while loading. Above the scale is a garner of 1,500 bushels' capacity. A car can be loaded in about 35 minutes. Each elevator discharge spout is provided with a suction fan by which the dust and chaff are all blown into a dust collector, and eventually burned in the boiler furnace. The dust

Trade of the city of Chicago and the regulations and requirements of its board of directors."

The Board of Trade description of standard oats, wherein they were referred to as seven-eighths white, has been eliminated and the description left to the state inspection Department.

## NATIONAL INSPECTION PROPOSED.

Hon. Porter J. McCumber, senator from North Dakota, has introduced in the senate a bill providing for the federal inspection and grading of grain in interstate trade, said grading to be under the supervision of the Secretary of Agriculture.

The bill provides for the creation of a bureau of grain inspection of the Agricultural Department, with a chief—a man of at least three years' experience—whose duty it shall be to report on the condition of the interstate trade and commerce in grains of the United States, their grading, weighing and inspection, and also to inquire into and suggest means for the prevention of defects in the present system of weighing, inspection, etc. The Secretary of Agriculture is authorized to appoint "grain inspectors," one of whom shall be stationed at each central market, who may appoint the necessary deputy inspectors, etc. All these men are to



WHIPPLE & BARR'S ELEVATOR ON THE CATON FARM NEAR PLAINFIELD, ILL.

and dirt from the grain cleaner and oats clipper also are taken care of in the same way.

Both elevators are rigged with friction clutches and may be started or stopped without stopping the engine. The cleaner and oat clipper are similarly rigged. All bearings are supplied with spring grease cups.

The engine and boiler house is 20x36 feet in size, with coal bin adjoining the track. It is built of brick and contains a 45-horsepower engine and 50-horsepower boiler. There is also a duplex steam pump with 200 feet of 2-in. hose for use in case of fire.

The storage capacity of the elevator is 75,000 bushels; and altogether it is one of the handiest as well as one of the best country houses in northern Illinois. Whipple & Barr, who operate the house, handle coal, lumber, salt, etc., and are doing as good a business as the car famine at this time permits them to expect.

## CONTRACT OATS AT CHICAGO.

On January 14 the Chicago Board of Trade directors amended Sec. 3, Rule 22, defining contract oats. The existing rule included only standard as a delivery on future contracts. The proposed amendment reads as follows:

"All contracts for oats, unless otherwise specified, shall be understood as for contract oats, and on such contracts, for the delivery of oats on and after July 1, 1902, a tender of No. 1 white oats, new No. 1 white oats, No. 2 white oats, new No. 2 white oats, standard oats, or new standard oats, in such proportions as may be convenient to the seller, subject, however, to the provisions of section 5 of rule 21 of the rules of the Board of Trade of the city of Chicago, shall be deemed a valid tender of contract oats, under the rules of the Board of

hold office subject to civil service rules. Each shall give the usual bond, which is liable also for "damage to any person or persons who may be injured by reason of neglect to comply with the laws or the rules and regulations" of the bureau. And no inspector may be interested in any way in the grain business.

The Secretary shall have the power to make the rules and regulations of the bureau and fix the amount of the fees, as well as determine the "classification and grading" of grain, etc., "as in his judgment the usages of trade warrant and permit, having reference to the standard, classification and grades now recognized by the several chambers of commerce, etc., of the United States;

*Provided, however,* that the reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing, by the Secretary, the United States standard herein provided for, but he shall not be controlled thereby, but shall determine and fix such standard and such classification and grades as will, in his best judgment, best subserve the interests of the public in the conduct of interstate trade and commerce in grain.

Assuming that the federal government would have no power to force its inspection and grading of grain in the different states until the grain has entered into interstate commerce, the bill provides for the creation of United States standard grades to be made matters of record accessible to all who apply for copies of descriptions thereof. But grain may be delivered without inspection to an authorized agent or to a miller or to a private storehouse or for deposit in a special bin in a public warehouse or to a purchaser, the purchaser consenting thereto, or to a market where the usages of the trade recognize sales of grain by sample when the consignor shall direct its sale by sample.

Transportation companies must notify inspectors of the arrival of grain; and it is made unlawful

to unload any grain prior to its inspection while in transit as an article of interstate commerce.

Secretary Wilson is known to favor such legislation; and the Washington correspondents think this bill, or the subject in general, will be referred to him for an opinion on the feasibility of national inspection of grain, etc. The committee on agriculture of the senate, to whom the bill is referred, includes, among others, Senators Proctor (chairman), Vermont; Quarles of Wisconsin, Dolliver of Iowa, and Hansborough of North Dakota.

Senator McCumber's views on inspection as given to the press reporters are not particularly luminous. He says: "There has been a growing defection among the producers of wheat, not only in our own state, but in the state of Minnesota as well, with the system of grain inspection and grading in the principal cities to which the wheat is destined. While the cause of complaint may be somewhat exaggerated, there is no question in my mind but that in many instances it is well founded, and the feeling is very general among the farmers of the country. For instance, it is claimed that there is a much greater quantity of No. 1 northern wheat sold for consumption and transportation abroad at the great markets than there is of the same grade taken in at these markets. And there is probably some truth in this. It is also claimed that wheat purchased as No. 2 northern, for instance, is mingled with grades of No. 1 northern, in, say, equal quantities, and the whole sold for No. 1 northern, and the farmer loses just what the cheaper grain gains by this mixture. Grain that will grade very close to No. 1 northern, but which failing to reach the standard, is sold for No. 2 northern, brings no better price to the producer than a lower grade which barely gets over the line of No. 3 and ends in the No. 2 bin."

The Senator continues to observe that inspectors do seem to get muddled on duty and that, perhaps, if they were only federal instead of state officials they would not get muddled; because the "impression is widespread" that somehow "the elevator man, or the shipping interests, control the election and appointment of inspectors," etc., and "while this feeling is much more universal than the facts justify, we all know it is there, and it is thought that if grades are determined and fixed by the Secretary of Agriculture it will remove the subject much further from political or personal influence."

## OKLAHOMA DEALERS.

The annual meeting of the Grain Dealers' Association of Oklahoma and Indian Territory was held at Kingfisher, Okla., on January 21. The attendance was unusually large, and included the officers of the Texas Grain Dealers' Association and Secretary Walker of the Texas Millers' Association.

The officers elected are: E. D. Humphrey, El Reno, president; L. C. McGivney, Pond Creek, vice-president; C. T. Prouty, Kingfisher, secretary and treasurer; directors, R. H. Drennan, Oklahoma City; Goltry, Enid; W. H. Masters, Perry; H. G. Linsey, Norman; A. Stevenson, Enid; G. A. Harbaugh, Alva.

A banquet was given by the Kingfisher members to their associates at the Kingfisher Hotel.

## NEW PENNSYLVANIA ELEVATOR AT GERMANTOWN.

The Pennsylvania Railroad Company will build a steel grain elevator at Germantown Junction, Philadelphia, to cost \$30,000. The contract has been let to Geo. M. Moulton & Co. of Chicago.

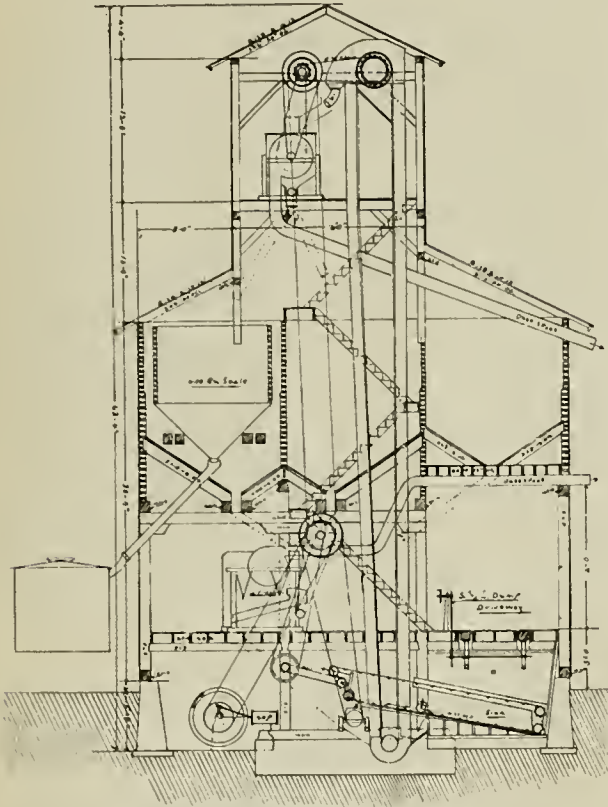
This house will be 126x76 feet on the ground and 164 feet high. There will be also a shelter house of corrugated iron 36x14 feet in size and a brick office 12x16 feet in size.

Special reports to the C. P. Ry. show that the elevators of that system in Manitoba and Territories on January 31 had room for 5,000,000 more bushels of wheat than were then in store, that is to say 9,374,670, making the possible 14,405,000 bushels.



## A ONE-MAN ELEVATOR.

The accompanying cuts are made from the plans direct of a modern grain elevator, located on the Clover Leaf R. R. at Van Buren, Ind., and owned by Studebaker, Sale & Co. of Bluffton, Ind. The company had various sets of plans and specifica-



CROSS SECTION—ONE-MAN ELEVATOR.

tions submitted to them, but it being the desire to build as modern and labor-saving a plant as could be designed, the plans selected were those submitted by the Reliance Manufacturing Company of Indianapolis, Ind., to whom the building contract also was let.

This house has a capacity for 20,000 bushels of small grain and 3,000 bushels of ear corn.

The power is furnished by a gas engine, located in the basement.

The machinery consists of a sheller in the basement, which is so arranged that the ear corn can be conveyed to either the elevator or the sheller from the same sink. There are two elevator legs, one to receive the grain from the sheller or sink, and the other for small grain only.

The corn cleaner is located in the cupola. The grain is spouted from this cleaner to the bins through a distributing spout. All spouting is made of heavy sheet iron. This distributing spout, as

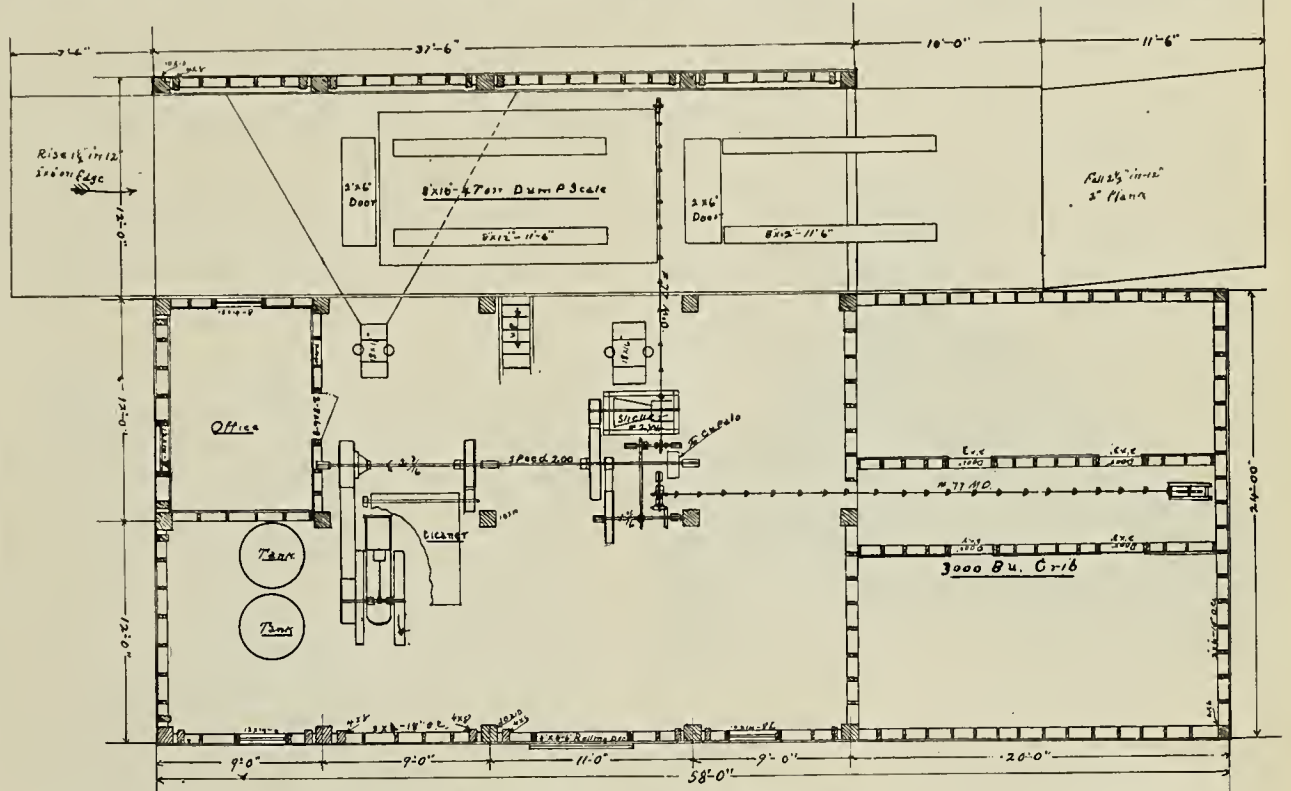
is of slate and the siding of iron, making the building iron clad.

The machinery in the building is so arranged that it is not necessary to have more than one man to operate the plant.

## WOULD ABOLISH STATE INSPECTION.

Representative Dunham of Whitman County has introduced in the Washington legislature a bill providing,—

That no grain, however deposited or shipped or consigned, shall in any case be subject to state in-



GROUND PLAN—ONE-MAN ELEVATOR.

well as those under each elevator head, are operated from the working floor. The cobs are spouted to the cob room, which is so located that the cobs can be loaded into cars or into a wagon. The wheat cleaner is located on the first floor. The shipping scales are over the working floor, with the beam on the working floor.

In the corner of the working floor is the office, with the beam of the wagon scale inside and the scale in the driveway.

There are two dumps and two sinks. The roof

specification, nor to inspectors' fees or charges, if the owner notifies the state inspector in writing that state inspection is not desired.

State inspection in Washington has been in force since 1895; but has been consistently opposed by Portland interests and some shippers on the Sound. The Washington rules make 58 lbs. the test for No. 1 wheat, while Portland requires 59½ lbs. Washington choice milling calls for 60½ lbs., while Portland has no grade above 59½.

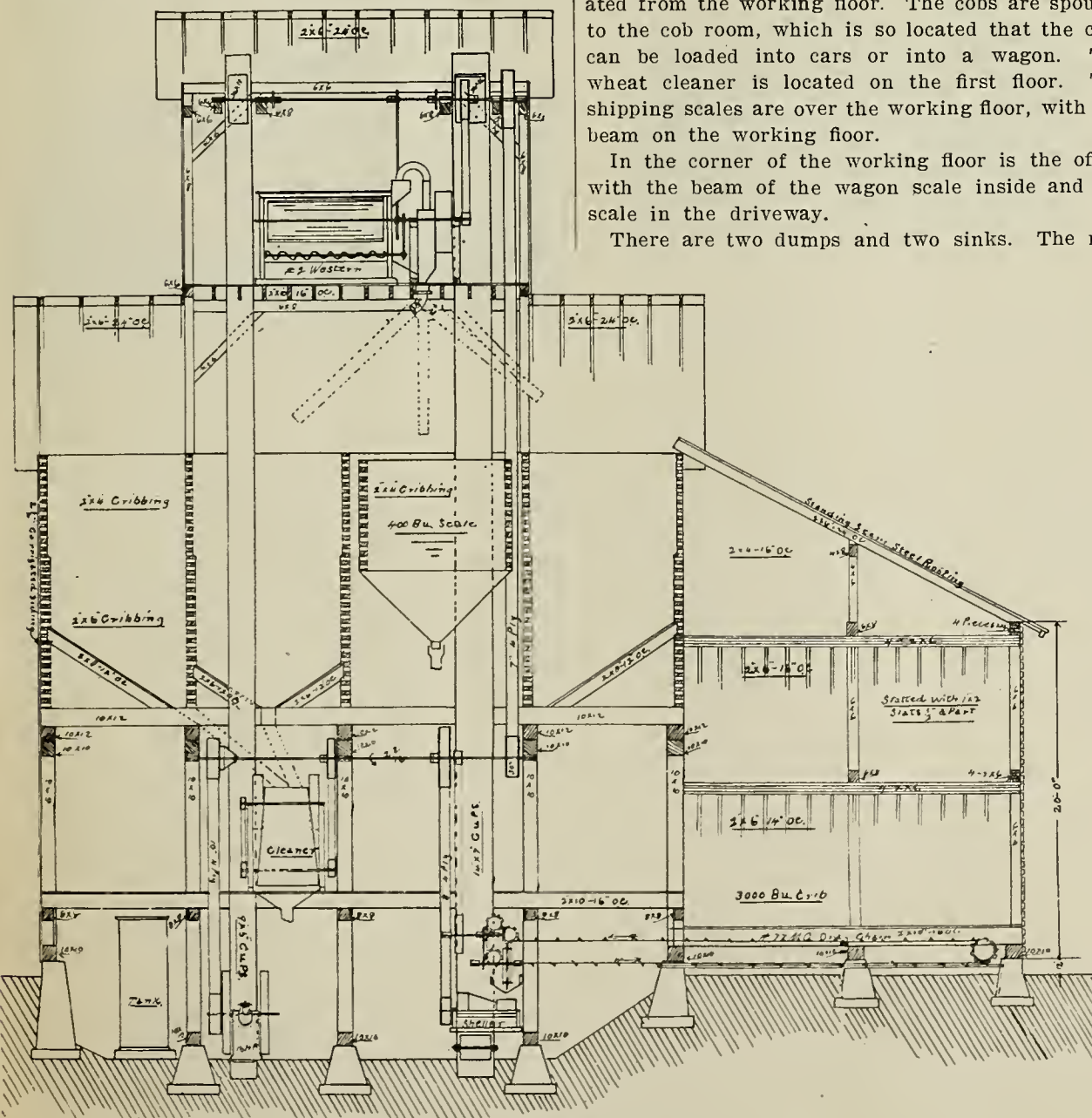
Friends of the Washington inspection system argue that the proposed change of the law would place the farmers in a measure at the mercy of unscrupulous exporters and buyers, in this way: Wheat shippers and buyers are divided into two classes: the independent buyers having warehouses only in the wheat areas, and the shippers who own warehouses both in the wheat districts and at the terminals. The latter class practically control 80 or 90 per cent of the wheat exportation and buying of the state.

The independent buyer is in favor of state inspection, which he thinks is fairer to him than inspection and grading of his shipments by exporters at Sound terminals.

The price of inspecting a carload of wheat in the sack is 75 cents; in the bulk, 50 cents. The big wheat interests of the state contend this is a needless expense, but the independent buyer, on the other hand, sees in the inspection a protection for the buyer and for the farmers, and the maintenance of the reputation of Washington wheat in the markets of the world.

In support of their claims, they assert that much of the Eastside wheat, which formerly went to Portland, now goes direct to tide water at Puget sound ports. For this reason Oregon wheat men are antagonistic to the inspection, that state having no inspection law.

A Texas member of congress has introduced a bill to levy a tax of one mill on each bale of cotton and one-fortieth of a mill on each bushel of wheat consumed by millers to create a fund to collect statistics of cotton and wheat.



SECTIONAL VIEW—ONE-MAN ELEVATOR.



**DANIEL BURNS, HAGERMAN, O.**

The engraving does injustice to the elevator of Daniel Burns at Hagerman (Rossville Station of the C. & N. R. R.), Ohio, for it conveys the impression of carelessly kept premises; but such is not the fact. The truth is, Mr. Burns was repairing when the photograph was taken, and the litter scattered about was only an inevitable part of that process.

The elevator is 42x60 feet in size and 43 feet high, with a cupola 20x20 feet in size and 20 feet high. Then there is a cob house and engine room 24x30 feet in size and a hay barn for 100 tons. The elevator capacity is 20,000 bushels of small and shell grain and 10,000 bushels of ear corn.

The machinery equipment is a Brownell Engine and Boiler of 20 horsepower, Cornwall Corn



DANIEL BURNS'S ELEVATOR, HAGERMAN, O.

Cleaner of 3,000 bushels' capacity, Monitor Wheat Cleaner and Western Corn Sheller of 4,000 bushels' capacity.

The station is good for a business in normal seasons of 150,000 to 200,000 bushels of grain and from 300 to 600 tons of hay annually.

**SOME CHANGES IN THIRTY-FIVE YEARS.**

In retiring after thirty-five years of continuous service as secretary of the Baltimore Chamber of Commerce, Mr. Wm. F. Wheatley, who has become president of the City Trust and Banking Company of Baltimore, gave a News reporter some interesting reminiscences of the changes in the grain trade in Baltimore in that time, from which the following facts are obtained:

Mr. Wheatley became secretary on December 7, 1867. The Chamber had been organized in the same year as the Baltimore Corn and Flour Exchange, and was located at the corner of South and Wood streets, in the building now used by the Fruit Exchange. The trade had been informally organized since 1853, but had had no trading rules and no home, except that members displayed their samples on barrel heads in the vicinity of Bowly's Wharf, where in winter and summer and in sun and rain they carried on their operations.

The Exchange remained at Wood and South streets until 1882, when the Chamber of Commerce Building was completed, and was a credit to the city. The Exchange's name was changed to Chamber of Commerce in 1896. There was no initiation fee until 1870, and dues were only \$5 per annum. The initiation fee is now \$500 with membership limited to 400, the actual number being 396. In 1902 the Chamber of Commerce owned \$200,000 of dividend-paying securities and had a revenue of \$54,608.54. It had forty-five employees and a salary list of \$25,000. There are three departments under its direction, to wit, the maritime, the inspection and the weighing (established in 1902).

"All grain arriving in this port in 1867," said Mr. Wheatley, "was handled in half-bushel measures, and, as it was sacked, was carried into warehouses by darkies on their backs. As they lifted it out in these measures they had a musically sing-song way of calling it off. It was, 'Give me one,' 'Make it

two,' 'There's my three,' 'Score me four,' 'Tally five.' The tallying was done in fives, and occasionally the representative of the buyer would call out to set aside a half bushel for the weigh bag. The average weight was secured from these sample lots taken at random. It usually took six men about six hours to handle 1,000 bushels of grain by this slow process. Now, with the grain elevators and modern machinery, these grain-handlers are displaced, and 50,000 bushels can be readily loaded on a vessel in five hours.

"The first grain elevator was built in 1863 by J. N. Gardner on the Canton side of the harbor, but, being under private management, it did not become of practical value.

"The Baltimore and Ohio opened Elevator A, at Locust Point, in January, 1872. This was the first tidewater elevator, and was followed by Elevators B, in 1874, and C, in 1881, on that side, and the Camden Station elevator; Nos. 1 and 3 by the Pennsylvania Railroad at Canton and No. 2 at Calvert Station. Elevator A, on the Locust Point side, was burned down in October, 1891, and has not been rebuilt. No. 3, at Canton, was recently burned, but will be rebuilt at once. The capacities of these elevators are as follows:

Elevators.	Holding Capacity.	Daily Handling Capacity.
B .....	1,500,000 bus.	1,000,000 bus.
C .....	1,800,000 bus.	1,000,000 bus.
Camden .....	250,000 bus.	..... bus.
Canton No. 1 .....	500,000 bus.	100,000 bus.
Calvert No. 2 .....	300,000 bus.	..... bus.
Canton No. 3 .....	1,000,000 bus.	350,000 bus.

"In 1867 there were only 800,000 bushels of corn exported from Baltimore, and no wheat or other grain. The total value of all exports in that year from this port was \$12,263,617. The imports for the same year were \$12,042,874. Last year the value of our exports was \$74,335,903 and the imports were \$25,219,075. To the exports last year corn, wheat, oats, rye, barley and flour contributed \$22,700,565, nearly double the entire export trade of 1867, despite the fact that the corn crop handled last year was a short one.

"Of the directors of this organization in 1867, the only ones now living are Messrs. William H. Corner, George T. Kenly and James Knox. The latter is now a resident of New York. The dead number such men as Israel M. Parr, who was then president, and William Crichton, then vice-president; Hugh Warden, John S. Dickinson, J. Frank Wheatley, Henry Duvall, Richard G. Macgill, Oliver C. Zell, Edward Mitchell, S. Sprigg Belt, Joshua Walker, and last, but not least, the dashing Confederate leader, General James R. Herbert, who commanded the Maryland troops at Gettysburg. Death has claimed seven of the twenty presidents the Exchange has had since 1867."

The list of presidents during Secretary Wheatley's incumbency, with the years of their election, is as follows: Israel M. Parr, 1866; Philip P. Pendleton, 1869; William S. Young, 1870; S. Sprigg Belt, 1873; Charles D. Fisher, 1875; Walter B. McAtee, 1877; John Izzard Middleton, 1879; William S. Young, 1881; George H. Baer, 1882; John Gill of R., 1885; Edson M. Schryver, 1886; Henry A. Parr, 1887; Louis Muller, 1889; Edward C. Heald, 1890; Blanchard Randall, 1891; John L. Rodgers, 1892; Charles England, 1894; Robert Ramsay, 1896; J. Hume Smith, 1898; Charles C. Macgill, 1901. Of this list the dead are Messrs. Israel M. Parr, Philip P. Pendleton, William S. Young, S. Sprigg Belt, Walter B. McAtee, William S. Young and George H. Baer.

**NEW PENNSYLVANIA ELEVATOR AT PITTSBURG.**

The Pennsylvania Railroad Company has let the contract to Pittsburg parties for the erection of a grain elevator on Herr's Island, Pittsburg, with storage capacity for 100,000 bushels. Herr's Island is the site of the new stockyards, which are controlled indirectly by the Pennsylvania. The elevator will be equipped with modern electrical machinery, and will be able to handle a carload of grain in about five minutes. It will be waterproof

to a point above high-water mark, and will also be made thoroughly fireproof. The cost will be about \$50,000.

**PUBLIC INSPECTION AT PITTSBURG.**

The directory of the Pittsburg Grain and Flour Exchange has decided to make the Exchange's inspection system available to the general shipping public, and not confine it, as has been the case hitherto, to the use of members of the Exchange only. The inspection fee will be 50 cents per car to non-members and 25 cents to members. A second inspector will be appointed to look after the additional business.

It will be stipulated that non-members using the Exchange's inspection department must have all their shipments inspected. Many western shippers send grain to Pittsburg for regrading before re-signing eastward; so that the change of ruling is likely to bring more business to the inspection department than might be at first thought.

This change of grading has also made necessary a revision of the oats grades; the "extra 3" of the market being dropped and a No. 4 grade substituted. The "extra 3" grade was so near No. 2 that the two often brought the same price. The revision makes the oats grades conform to those of same numbers at Chicago.

**HARRISTOWN GRAIN AND COAL COMPANY.**

Harristown, Illinois, is located on the Wabash Railway a few miles west of Decatur. In a county rich in first class elevators, Harristown, however, holds her own, and has every reason to be proud of the elevator and coal products of the Harristown



ELEVATOR OF THE HARRISTOWN GRAIN AND COAL CO.

Grain and Coal Company, owned by J. N. Keefer and T. J. Scroggins & Son.

The elevator, which is shown in the accompanying engraving, is but two years old. It has 40,000 bushels' storage capacity and is equipped with five dumps and two stands of elevators with turn-heads to fifteen bins, all of which are controlled from the first floor. The house has hopper scales also, and a steam power plant equal to fifteen horsepower. The machinery was supplied by the Union Iron Works of Decatur, and is, of course, of the latest models.

**NEW TILE ELEVATOR AT PORT ARTHUR, ONT.**

The new tile elevator, just finished for the Canadian Northern Ry. at Port Arthur, Ont., by the Barnett & Record Company, began taking grain on January 19. There was then bin room ready for 400,000 bushels; but other tanks were finished as rapidly as needed to take 2,000,000 bushels. The entire plant is fireproof, being constructed of steel, tile and cement only.

The Canadian Pacific Ry. has awarded a contract to the same company of engineers and contractors to build at Port Arthur an elevator to hold 500,000 bushels, which will be planned to admit of subsequent additions as needed. The initial contract calls for nine concrete tanks.



**MANITOBA DEALERS PROTEST.**

A meeting of the Northwestern Grain Dealers' Association was held at Winnipeg on January 13 to protest against the provisions of the Manitoba grain act and the interpretation given to the act by the authorities. The protest took the form of the following resolution:

Resolved, That the operation of the Manitoba grain act, as now in force, is detrimental to the best interests of the country in restricting and interfering with trade and commerce, and is manifestly unfair to those in the grain trade who have capital invested in elevators; and we therefore request that the Dominion government have such legislation enacted at the coming session of Parliament as will remove such restrictions and make the operations of said act fair and equitable to all.

The kernel of the contention is the requirement of the act relating to the distribution of cars, which is that no one applicant can get two cars until every other applicant has had one. If, for example, there are fifty farmers on the list of applicants at one station the elevator can have but one car in its turn in the list of fifty-one applicants; and this no matter what the condition of the elevator. Nor presumably can one station have a second lot of cars until all other stations have had their allotments. Under such a ruling it would have been practically impossible for the elevator men, since September 1 last, to have done any business had it been enforced to the letter. As it is, the elevator men have been badly handicapped, and now have full elevators, grain on which they are paying insurance and working expenses while impatiently waiting for cars that are not furnished.

These facts and many others of a purely technical and local import were presented to Hon. Mr. Sifton, minister of public works, who attended the meeting. He replied at length, admitting the conditions, but claiming that the railways were responsible for the crisis in that they have "failed to apprehend and comprehend the task they were supposed to accomplish—nine-tenths of the trouble is due to that fact."

Mr. Sifton contended by indirection that the grain men had to thank themselves for the situation they are in. "There is nothing to be gained," said the minister, "in beating about the bush. The statement had been made that the farmer who shipped his own grain on cars received from six to seven cents per bushel more than the farmer who shipped his wheat through an elevator. I have due regard for the men engaged in the grain trade. They are engaged in a perfectly legitimate business. They are entitled to the same amount of consideration as farmers—as much, and no more. And, on the other hand, the farmers are entitled to, and should receive, as much consideration as the grain dealers. But when the grain producer comes to Parliament, and says: 'I have produced a commodity which is in universal demand, and I object to its going through the hands of middlemen, who will take an undue toll on the product of my labor,' then I want to say plainly, that this is a complaint and an objection that Parliament is bound to recognize. And I tell you, moreover, gentlemen, that no Parliament will ever be elected in Canada that can afford to disregard this protest."

Other speakers went into particulars as to the expenses grain dealers were under in handling grain to show what a legitimate margin is; and the meeting adjourned.

**INSPECTION IN OKLAHOMA.**

Col. C. T. Pronty, chief grain inspector of Oklahoma, reports only 4,088 cars of grain inspected from January 1 to October 31, 1902. The fee was 35 cents per car, making the earnings of the department \$1,430.80, against \$1,357.95 in 1901. The report says also:

During the year 1901 comparatively little wheat was inspected owing to the fact that the wheat was all good and all would grade No. 2 in any market and there was no use to pay for double inspection. As we have no terminal points in Oklahoma as yet, our inspection is used as a check upon the inspection at destination points, and has proved of great benefit to the shippers and also to the farmers, as

the grain dealers can rely more certainly on the grade he will get at destination by reason of the check of home inspection. He can and does pay the farmer more for his grain.

The Oklahoma inspection does not pay very much, but it is gradually growing in public favor and in my judgment in time we will have terminal points in our own territory with large elevators where grain will be bought and received. Then the inspection department will pay.

The inspector recommends to the legislature that the scale inspection law be amended to provide that all scales used for weighing grain for market be subject to official inspection.

**JOHN W. FULGHUM.**

John W. Fulghum, manager of the grain department of Shanks, Phillips & Co., Memphis, Tenn., is a native Tennessean, having been born and raised at Nashville, where he received a good common school education. On completing the common school course, he entered Vanderbilt University and then finished with a business course at Eastman's Business College at Poughkeepsie, N. Y.

Mr. Fulghum first became a bank clerk, and at the end of seven years in that line, resigned the position of head bookkeeper of the Fourth National



JOHN W. FULGHUM, MEMPHIS, TENN.

Bank of Nashville to go into the grain business. The firm was Fulghum & Johnson. They did a local and Southeastern business and did well. They also successfully operated an elevator at Mt. Vernon on the Ohio River.

Later the business was divided, Mr. Johnson taking the Mt. Vernon end of the business and Mr. Fulghum that at Nashville, which was continued by Mr. Fulghum as J. W. Fulghum & Co. Very recently Mr. Fulghum closed his own business to accept the place he now holds with Shanks, Phillips & Co., wholesale grocers and grain dealers.

Mr. Fulghum is a good business man,—a pusher, and with the prestige the firm name gives the business, he anticipates, as he has reason to, a most satisfactory business future. The firm is a member of the Grain Dealers' National Association and the National Hay Association.

To relieve the feed famine in the Pacific Northwest, the O. R. & N. and Union Pacific have made a special rate of 50 cents per 100 pounds on corn and wheat from all points in Kansas and Nebraska to Pendleton, Ore.

Wall street is anxiously watching corn exports (which in 1902 were about \$100,000,000 less than in 1901), not that Wall street cares anything about corn, but the street is unanimous in pointing to the coming corn exports (the 1902 crop being the largest on record) as a prime factor of relief to the strained market for sterling and that means more money for "lithographs."

**WISCONSIN STATE INSPECTION.**

The movement inaugurated at West Superior to substitute Wisconsin inspection in that state for the Minnesota state inspection at Superior, has assumed the form of a bill in the legislature at Madison for a law creating an inspection system and joint resolution at Bismarck, N. D., appointing a committee from that state to co-operate with Superior and the Wisconsin legislature in fixing up a Wisconsin law to suit North Dakota farmers as well as West Superior receivers.

The Madison bill provides for a grain commission consisting of two members from Wisconsin and one from North Dakota. There are also various regulations touching warehouse receipts and the manner in which they shall be made and recorded, not materially different from those issued by public elevators generally. The other provisions of the bill have not been published, but are promised to be amply comprehensive and sure to prevent all mixing and substituting.

In North Dakota a committee was created by joint resolution to confer with a committee from the Superior board of trade to recommend to this legislature a plan for the establishment of joint inspection bureau of grain at Superior. This committee consists of Hons. R. G. Turner, commissioner of agriculture; C. N. Frick, attorney general; G. M. Young, C. H. Baker, W. F. Leech, members of the house, and J. B. Sharpe and M. Jacobson, senators. This committee met on January 26; and, according to the Milwaukee Sentinel, decided that they were "greatly pleased with the proposal to give to the grades the name of 'Dakota,' and the opinion was expressed that before the year 1903 should expire Dakota No. 1 hard would be known through the length and breadth of the civilized world. It is a significant fact," adds the Sentinel man, "that all No. 1 hard wheat, until the past inspection, came from the state of North Dakota and it is peculiarly appropriate that the name be applied to the grades."

The one question which perplexes the Dakota gentlemen is the constitutional power of the governor of Wisconsin to appoint a North Dakota man a member of a Wisconsin grain commission. It is also suggested that the North Dakota legislature enact a law making it the duty of the governor of that state to name the man whom, and no other, the governor of Wisconsin shall appoint. It was still further suggested that the third man should be a member of the New York Produce Exchange; but that idea was thought too far-fetched and it was shelved in favor of a prior proposition.

**FARMERS' ORGANIZATION IN NEBRASKA.**

The farmers' meeting at Lincoln, Neb., on January 22 and 23 had the usual pipe-dreamy features as seen through the mediums of the newspapers and the reports of James Butler et al., on the list of promoters.

Butler opened the meeting with a characteristic speech, in which he made that stock argument of his—so specious that it might deceive the very elect—that "middlemen seem to think it their right to collect unlimited toll from you and reap the reward of your labor"; the demagog's argument on all occasions before ignorant men. This was the keynote of the meeting, which apparently was well attended, some newspapers claiming 500; Butler claiming 1,200—of course. A. S. Canaday of Minden was made chairman and John Reese of Broken Bow secretary.

On the first day a committee on organization was appointed. This committee, after laboring all night, recommended, "as a preliminary step toward the organization of a co-operative association," that when the local organization shall be perfected, it shall appoint a committee of seven—one from each congressional district of the state and one at large—"to meet with similar committees from other states and territories to form a national organization; and that the financing of this organization be by the issue of capital stock."

The following were then appointed a committee



on permanent organization: Jas. M. Armstrong, Auburn; L. E. Patter, Gretna; O. Brittel, Elgin; F. Engelhard, Rising City; J. S. Canaday, Minden; L. S. Deets, Kearney, and John Reese, Broken Bow.

An attempt was made to provide from a general fund \$100 to pay the above named committeemen,

### PLANS FOR 25,000-BU. ELEVATOR.

The plans herewith reproduced were prepared by Younglove & Boggess Company of Mason City, Iowa, for Canadian clients. Stone being hard to get and expensive in that country, concrete was used for

the piers were covered with 3-inch planking for the entire width and length, and mud-sills placed thereon. There are also posts reaching to the main sills to give the floor the required height.

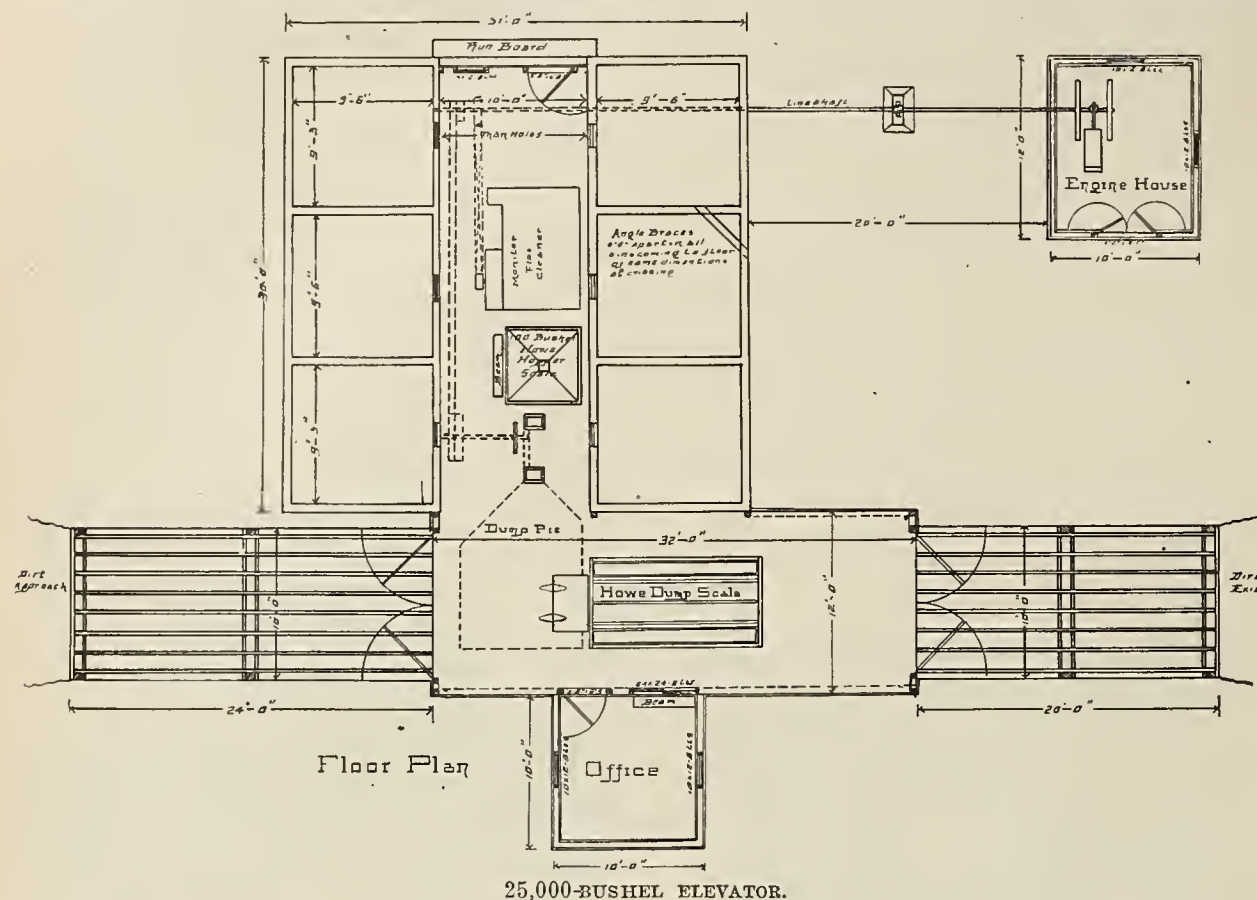
A steel pan 5 feet deep is used in the pit and placed in the ground to the depth of 6 feet. Excavation is made for the pan, which is protected by walls of cribbing to hold the dirt in place.

The elevator is cribbed to the height of 38 feet and 4 feet higher on the center walls. There are nine bins. In the dump floor is a 5-ton wagon scale with the beam in the office. In the alley floor is a 100-bushel hopper scale. To this scale grain is drawn from the overhead bins. The contents of scale are dumped into the back pit, and while this is being elevated the hopper may be refilled, thus keeping the stream of grain continuous while loading a car. By running this directly through the loading sprout, a car may be trimmed full without manual labor and the cost of elevating is slight.

For the Northwest and Canada a flax cleaner of desired capacity is placed on the alley floor. This machine may be used to clean wheat or other grain also. The office adjoins and is attached to the driveway; while the engine house is detached and located 20 feet away from any wood work, thus reducing the fire risk from that quarter to a minimum.

The power is obtained from an 8-horsepower gasoline engine and transmitted by a line shaft, from which it is taken for distribution by ropes by means of a 24-in. sheave, which drives to a 60-in. sheave on the head, with idler, swing tension and frame. The rope is the best 1-in. manilla.

The Washington state board of control on January 28 fixed the price of penitentiary bags at 6.35 cents each, the same price as charged last year. Applications must be made during February and March.



25,000-BUSHEL ELEVATOR.

but extravagance was frowned upon, the districts being called on to pay their own individual members.

Then former Gov. Savage "addressed the meeting" on the subject of trusts, and put himself on record, in a wholly unnecessary effort to be consistent, as favoring trusts, which, as he did not believe in "mincing words," he said, are "simply developments," and "nothing can be gained by fighting them."

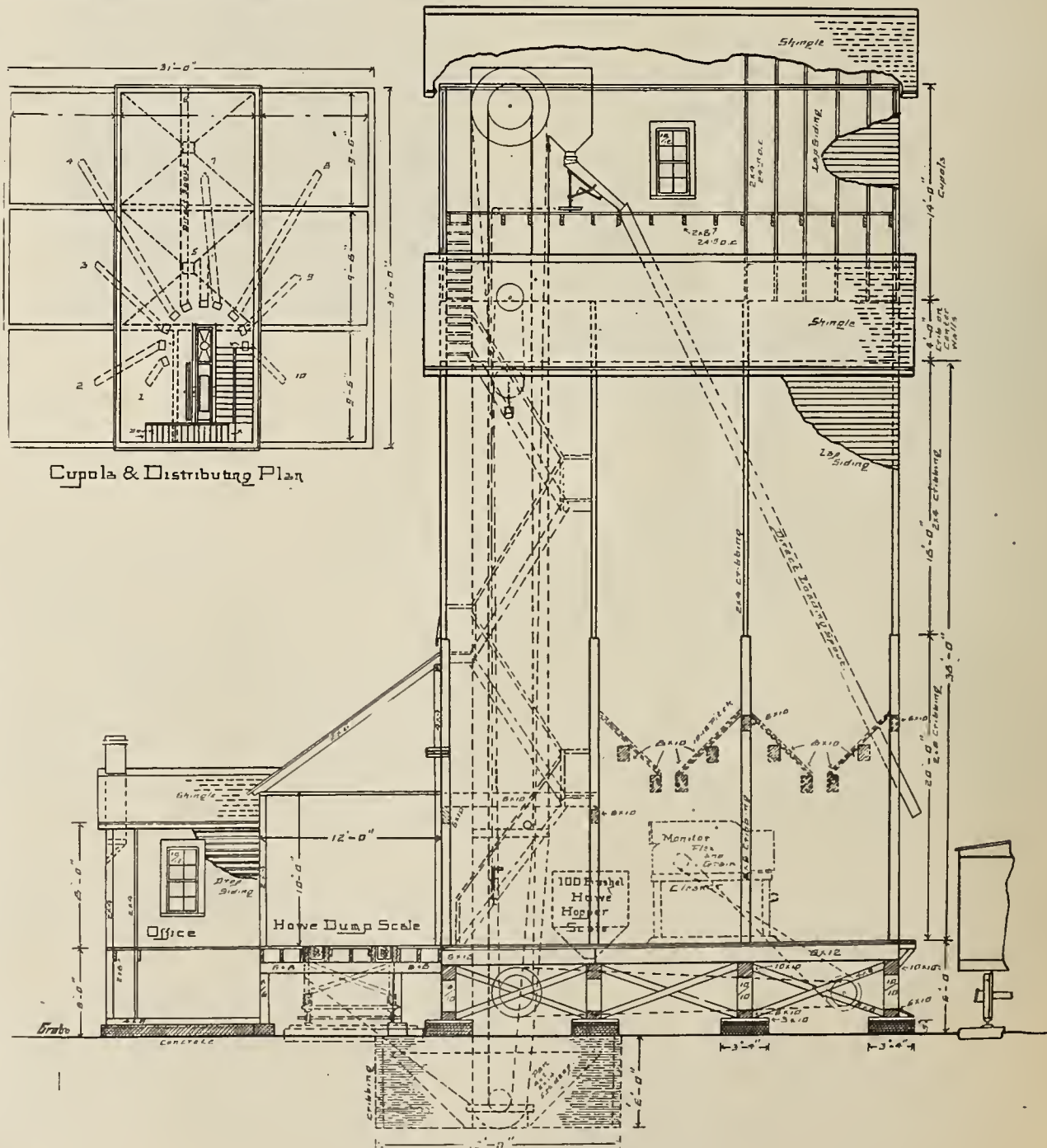
A legislative committee reported, favoring the elevator bill now in the Nebraska legislature, known as the Ramsey Bill (H. R. 70), which aims to compel railroad companies in that state to afford equal facilities to all persons desiring to ship grain.

Later in the sessions the organization committee recommended in favor of holding another meeting at Lincoln on February 11, at which each county in the state would be allowed one delegate. This suggestion met with general approval, except that various delegates expressed themselves as consumed with apprehension lest the wicked grain dealers of the state should elect enough county delegates to capture the meeting.

The real purpose of the promoters of the meeting appears rather in what was left undone than in what was actually accomplished at Lincoln. As in Kansas, when the Butler-Bucklin combination was launched, there is much blustering talk of a vast national organization, with an interminable string of local stations and terminal elevators, etc., all co-operative. As in Kansas, the new concern "expects to start" with thirty elevators in Kansas, fifteen in Oklahoma and ten in Nebraska. In short, the scheme is Butleric to a degree and as frothy. After the grain business is all corralled, co-operative stores will follow, "on the Rockdale" plan, etc. It will "try to keep out of politics"; but if there were any old populist political relics in Nebraska not identified lingering around the edges of the meeting, they had probably mislaid their tags.

Ice formed on Lake Superior two weeks earlier this season than usual; and on January 31 a field extended down the lake from Duluth as far as the eye could reach. There is more snow around Lake Superior than for some years past. The prospects, therefore, so far as the ice is concerned, is for a much later opening of navigation than last year.

the foundations, which consist of eight piers 11 feet long by 40 inches wide and about 12 inches thick, placed on undisturbed ground. The tops of



SIDE ELEVATION OF 25,000-BU. ELEVATOR.



## KILN-DRIED CORN.

The Railroad and Warehouse Commission of Illinois, on January 23, gave a hearing at Chicago to Board of Trade men interested pro and con in kiln-dried corn.

John J. Bryant opened the discussion by calling the Commission's attention to the fact that there is a great deal of such corn offered shippers on warehouse receipts, and that there is nothing in the rules to relieve shippers from being compelled to accept such grain. Yet, as Mr. Bryant contended, such corn is unsound; the germ has been killed; it is mealy; it has an undue proportion of broken kernels; it suffers heavy shrinkage in handling; and is objectionable to consumers. Appeals to the appeals committee of the Board have been without avail so far as obtaining a re-inspection of the corn as No. 2, and yet every cargo has to be blown, with heavy loss by shrinkage to the shipper.

Mr. Bryant felt that it is unfair to shippers to be compelled to take such corn as No. 2; and in defense of his position submitted a pretty tough looking sample of corn which he said was kiln-dried, forty days old. It looked like only a fair article of chicken feed. Mr. Bryant, therefore, asked for relief; and this he thought should take the form of a grade to be known as "No. 2 kiln-dried." Such a grade could be identified by the inspector, and purchasers of No. 2 corn would then know what to expect on taking delivery.

Jos. P. Griffin, manager of the grain department of the Glucose Sugar Refining Company, said his company could not use the kind of corn Mr. Bryant complained of. His chemists found 12 per cent of broken kernels and meal; that the germ is killed; the oil content reduced, and the starch changed in character. He thought there ought to be a separate grade made for it by the inspection department, and then the Board could say whether it should be deliverable on contract or not.

Mr. Griffin said further that drying will be active from November to May because there is so little contract corn secured during that period; and that the severity of the inspection of corn on arrival is responsible for the quantity of kiln-dried stuff.

Mr. Walsh of Campus attributed the shortness of No. 2 corn to the severity of the inspection; and explained the results of this policy upon the trade in the country. Mr. Walsh objected to the proposed new grade.

Capt. I. P. Rumsey did not agree with the argument of Mr. Walsh, since No. 3 corn, which is the only kind of corn coming in, excepting No. 4, brings a price as high as No. 2, and if there is a corner so much the better. He did agree that the inspection is unnecessarily severe, and claimed that some No. 4 corn he had seen was as fine corn as any grain he had ever seen. There is no No. 2 coming into store, but no end to it delivered out. He believed a new grade should be made; for when a man buys No. 2 corn he is entitled to receive it in its natural condition and not doctored.

H. H. Carr said he had been told by an expert that kiln drying would kill the germ of corn; it is the same process as malting, and the product is not merchantable. He thought Chicago inspection certificates are accepted in European markets only because buyers there do not know the corn is kiln-dried.

Wm. Nash said he had made exhaustive inquiries into the matter and thought no new grade was desired or desirable. It would simply be another obstacle in the way of selling grain and corners would be made still easier than they are. The corn now coming in must be dried artificially; and he believed it can be dried without injury to it. A new grade would simply act as one more hammer to reduce the price paid for grain to the grower—the farmer would suffer.

Mr. Bryant said those who desire the new grade want it only as a guide to the inspector—shippers simply want to know what they are getting when they get corn on delivery. It will unify inspection, which will be the same from day to day.

Jos. G. Snyder denied that there is anything illegitimate about drying corn. He was decidedly

opposed to the doctrine of "plenty of corn but none for contract." His firm had exported dried corn to all markets, and has yet to hear of any complaints of it. His firm were indifferent about a new grade, but he thought a consensus of disinterested opinion would be an agreement that it would be better for the entire trade not to make a new grade.

Geo. E. Marcy thought that drying is beneficial to the country, as its tendency is to keep up the price to the country by making it possible to dispose of corn that otherwise could not be disposed of or handled.

Mr. Marcy conceded that over-drying would kill the germ. But he contended that it is not practicable to undertake to dry poor No. 3 and No. 4 and winter shelled corn; but the skillful drier takes corn which is nearly dry enough for No. 2, which can be safely dried. He told of one lot of 300,000 bushels of kiln-dried corn which was passed upon by the Glucose Sugar Refining Company's experts as natural No. 2 corn and accepted by that company. Delivery of kiln-dried corn is within the control of the inspectors. Such corn does not necessarily become mealy or broken, and at any rate the differentiation of this corn is under the control of the inspectors, like other corn. In the last analysis kiln-drying corn is a good "safety valve" to the market.

Mr. Snyder submitted analyses of kiln-dried corn made by the Columbian Laboratories, before and after kiln-drying, as follows by percentages:

	Not dried.	Dried.
Protein .....	8.75	8.66
Oil .....	4.03	4.07
Moisture .....	14.66	13.96
Ash .....	1.29	1.39

showing that the chemical changes by drying are practically nil.

Mr. Griffin said this analyzed corn could not have been dried as corn is usually dried here.

Mr. Snyder: "That's it; there is a difference."

Geo. H. Hess, Jr., submitted samples of kiln-dried corn which had been rejected by the shippers' inspectors at the Nebraska City elevator as objectionable, but which the appeals committee passed as No. 2; also a sample of the same corn sprouted after 60 hours in the growing pan, and also another sample of the same corn growing. He said he had no comments to make: the samples told their own story.

Mr. Marcy: The amount of moisture eliminated is 1 to 1½ per cent.

Mr. Griffin: If that is all, there is no injury to the corn; but some time it runs as high as 9 to 20 per cent.

Capt. Rumsey was only for fair play, and insisted that the logical conclusion of the hearing was that a new grade should be made.

Mr. Marcy: Don't do it. We have difficulty enough in getting No. 2 corn now; don't make it worse. If we get another grade, it will be simply another excuse for the track inspectors to be more severe than ever, and to knock out all No. 2 stuff.

Capt. Rumsey said that if the Board would change its operations to No. 3 corn, the commercial grade, it would be worth millions to the country. We can never have any natural No. 2 corn in quantity again; and the thing now to do is to make conditions so severe that the Board will be forced to make No. 3 a contract grade.

Mr. Snyder: I agree with Capt. Rumsey; but making a grade of kiln-dried No. 2 is not the way to go about it.

Commissioner French: Why don't you force the issue with the Board and not ask us to do it?

Others present agreed with Capt. Rumsey that making No. 3 corn a contract grade would be desirable.

After much further informal discussion Commissioner French said the subject matter would be taken under consideration and a ruling made upon it later. Decision is expected on March 5.

The Iowa Board of Control has decided not to use any soft corn for feed at state institutions, but to import corn from Missouri and Nebraska.

## JACOB P. WOOLFORD.

Although the portrait herewith of Jacob P. Woolford of Galton, Illinois, is not, perhaps, the best that might be made of him, he will nevertheless be recognized by most members of the Illinois Grain Dealers' Association who attend its meetings and take more than a perfunctory interest in its affairs. To those who are not favored with the personal acquaintance of Mr. Woolford it is enough to say of him that he is chairman of the local grain dealers' association and also of the arbitration committee of the Illinois Association, which has been of late attracting not a little attention through central Illinois in business circles not directly interested in grain by the rapidity and fairness with which it has been disposing of disagreements among grain dealers, the committee being styled a "new kind of court" and getting high praise from many newspapers for the business-like manner in which it has done its work.

Mr. Woolford is a native of Ohio, having been born in Butler County of that state on February 18, 1855. His parents, Daniel and Elizabeth (Echert) Woolford, were also natives of Butler County, but his grandfather Echert was a Virginian, who, in about 1812, removed to Butler County, Ohio, while his paternal grandfather, Jacob Woolford,



JACOB P. WOOLFORD, GALTON, ILL.

was a Pennsylvanian from Lancaster County. His father, Daniel Woolford, came to Illinois in 1869 and located on a farm two miles south of Arcola.

Jacob P. Woolford went to Galton in 1893 as grain buyer for R. & J. Irvin of Tuscola, succeeding M. S. Felson at that station. In 1894 he built his own elevator, a house with 25,000 bushels' capacity, and has since then become noted as one of the most popular and successful grain dealers in Douglas County. He is also a dealer in general merchandise.

In 1879 Mr. Woolford married Miss Carrie Kelso, a daughter of Wm. Kelso, then living a mile south of Arcola, but now of Tazewell County. They have three children, Roscoe M., Alfred J. and Samuel W., all now at home and "in line for promotion," no doubt.

## THE GERMANS COMPLAIN.

A cable from Berlin says: "The Society of Grain Dealers of the Hamburg Bourse on January 13 published the following notice: 'Renewed complaints against the inferior quality of American shipments of wheat and corn have been made to the board of managers. The latter, therefore, intends to again make a protest to the American produce exchanges in order to remedy the evils complained of and to secure strict supervision of classification.' For the promotion of this end grain dealers are advised to lay before the board all facts about inferior quality and give classification."

This publication is characteristic—an aimless growl apparently. So far as appears no market is differentiated by the complaints. New York "denies the allegation" and lays it all on New Orleans, who may in turn "defy the alligator." Complaints of this kind would be much more effective and less offensive if made specific.



## FITS THE CRIME.

BY A BOARD OF TRADE POET.

"Who are you?" Satan asked as a man rapped at the gate.  
 "I'm a railroad man," he said; "please open; I cannot wait."  
 "Why do you long to be within this place of groans and tears?"  
 The man's frame shook with anguish, and his ashen face showed fears.  
 He said: "On earth I had no peace, my life was full of jars;  
 I lied to all the grain men because they wanted cars."  
 Satan said: "Go way, poor man, this is no place for you;  
 The hold is full of grain men waiting to put you through.  
 They've got a cast iron freight car well heated through and through;  
 They've held it now so very long the 'demurrage' is up to you."

—Examiner.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## WELL PLEASED WITH IT.

*Editor American Elevator and Grain Trade:*—  
 I received your December number of the American Elevator and Grain Trade, and was well pleased with the information I received from it. Enclosed find \$1 for a year's subscription.

J. H. WARNER,  
 Supervisor of Weighing.

313 Chamber of Commerce, St. Louis.

## WOULD SUBMIT ALL DISPUTES TO ARBITRATION.

*Editor American Elevator and Grain Trade:*—  
 I certainly would be in favor of submitting all subjects under dispute to arbitration; for I think men posted on such business transactions will render a more just decision than any judge or jury.

GEO. F. DIMOND,  
 Maysville, Mich.

## FAVORS ARBITRATION OF DISPUTES.

*Editor American Elevator and Grain Trade:*—  
 As the present crop year has been one of advancing prices, I have had little if any trouble as regards shipments of hay; but in such years as the previous one, I think it would be better if more disputes as to grade, etc., were settled by arbitration. I would not favor arbitrating every matter, as cases sometimes come up that are so palpably wrong as to seem beyond the pale of arbitration.

Respectfully yours, CHAS. WOLOHAN.

Birch Run, Mich.

## WOULD NOT OBJECT TO TRADING IN NO. 3.

*Editor American Elevator and Grain Trade:*—  
 On the question of the right to apply No. 3 corn on contracts for No. 2 at a fixed difference, I am opposed to it; but I would not object to the trading in No. 3 corn (instead of No. 2) on the Chicago Board of Trade.

Have you thought of one possible result? The state inspectors might not then find much corn above No. 4! A "public elevator" (with its side hospitals) is still a "private snap."

Yours truly, WM. J. POPE,  
 Pope & Eckhardt Co., Chicago.

Chicago, Ill.

## NO. 3 YELLOW CORN A CONTRACT GRADE.

*Editor American Elevator and Grain Trade:*—  
 Our contract grade of corn is No. 3 Yellow. We figure that our grade was not lowered when we made it No. 3 Yellow, because the year round it generally brings a premium over No. 2 Mixed Corn.

There is no doubt but that the changing of this rule has increased the trade in Toledo considerably, because it pleases the Eastern buyers and is much more satisfactory to the Western shippers. If Chicago should make their contract grade No. 3 corn, they would be lowering the grade; while Toledo did not lower its grade.

One can sell No. 2 Mixed Corn for future delivery here, but they must so state when they offer it for sale. No. 3 Yellow Corn can be delivered on a No. 2 contract, but No. 2 corn cannot be delivered on a No. 3 Yellow contract.

Yours very truly, J. F. ZAHM & CO.  
 Toledo, Ohio.

## NEW ORLEANS SHIPMENTS IN JANUARY.

*Editor American Elevator and Grain Trade:*—  
 I have great pleasure in submitting to you a statement of the grain export business through the port of New Orleans during January, 1903:

This month has been a record-breaker in the amount of grain shipped through our port, and of a total of 5,031,939 bushels of grain, the New Orleans Maritime and Merchants' Exchange inspected 1,176,203 bushels wheat, 3,343,866 bushels corn and 17,142.48 bushels rye.

You will notice from this statement that the grain inspection department of this exchange inspected 4,537,211 bushels of the grain shipped through this port, and that only a comparatively small amount was inspected outside of this exchange.

Yours very truly,

FRED MULLER, Secretary.

New Orleans, La.

## BOTH PARTIES MUST BE TREATED FAIRLY.

*Editor American Elevator and Grain Trade:*—  
 We cannot be too careful in regard to our grades of corn. The interests of the consumer, who in the end pays for it, must be considered equally with the interest of the grower who provides it. The commission man will be satisfied if the views of these two can be brought together.

The contract grade in this market, whatever we may call it, must be dry enough for shipment and storage. If we can have a contract grade that can be stored without getting out of condition and shipped abroad without losing its qualities of sound corn, it is good enough to be graded contract in this market. Some of the Three corn coming here will stand these tests. Some of it will not.

The country shipper always wants a liberal inspection. The exporter and consumer insist that the line be very sharply drawn. Each must yield something, and a spirit of fairness should guide us in the decision of this question.

Yours very truly,

MILMINE, BODMAN & CO.

Chicago, Ill.

## A YEAR'S BUSINESS AT NEW ORLEANS.

*Editor American Elevator and Grain Trade:*—  
 I beg to enclose comparative statement of exports of grain through the ports of New Orleans and Galveston during 1902, the compilation of which I just finished:

NEW ORLEANS.		
Month, 1902.	Corn, bu.	Wheat, bu.
January .....	17,143	730,697
February .....	33,344	245,416
March .....	168,080	576,476
April .....	77,011	700,970
May .....	.....	1,111,765
June .....	11,577	1,136,430
July .....	42,857	1,600,950
August .....	14,510	1,649,606
September .....	.....	2,487,178
October .....	.....	1,607,091
November .....	.....	1,697,922
December .....	1,276,332	2,080,905

Total ..... 1,640,853      15,625,406  
 Rye—September, 13,928 bu; December, 43,000 bu.

GALVESTON.		
Month, 1902.	Corn.	Wheat.
January .....	.....	88,370
February .....	.....	124,000
March .....	.....	208,000
April .....	.....	296,504
May .....	.....	62,452
June .....	.....	397,460
July .....	.....	696,600
August .....	.....	3,148,099
September .....	.....	2,999,000
October .....	23,315	1,481,680
November .....	306,305	744,220
December .....	633,107	822,509

Total ..... 962,777      11,068,894  
 Rye—November, 12,064 bu.

FRED MUELLER, Sec'y.

New Orleans, La.

## A CARD FROM MR. LLOYD.

*Editor American Elevator and Grain Trade:*—  
 For reasons that I considered tending to the best interests of the Illinois Grain Dealers' Association, I have resigned my position as its traveling representative, and am no longer acting in that capacity. However, my loyalty to and enthusiasm for the association has undergone no change, and I am still for the best interest of the grain trade of Illinois as much as before. The work of the association is a necessity and it must be carried forward regardless of all interferences. If I can in any way contribute to its success I shall always be ready to work anywhere and in any way. We must all pull together and we will succeed.

I am now in the employ of the grain commission firm of Fyfe, Manson & Co., Chicago. This firm, while not so old as some, is strong at all points and prepared to care for its patrons in every detail. The firm's traders in both pit and cash grain are unexcelled. Their success depends on the satisfaction given, and all that hard work and intelligent methods can secure are guaranteed.

Yours very truly, A. W. LLOYD.  
 Chicago, Ill.

## BELIEVE IN ARBITRATION, BUT DO NOT ABIDE BY IT.

*Editor American Elevator and Grain Trade:*—  
 We have a clipping from one of your numbers, which is before us as this is being written, reading as follows:

## "STRONG BELIEVERS IN ARBITRATION."

"*Editor American Elevator and Grain Trade:*—  
 We are strong believers in arbitration, and anyone that will not agree to abide by the findings of an Arbitration Board is not worthy to do business with. We believe that it is the fairest, most just, and cheapest way of arriving at the merits of a case.

"Very truly yours,

"HEISIG & NORVELL."

"Beaumont, Texas."

We beg to say that on April 25, 1902, we had an arbitration with the above named parties over an amount of \$48.90, in which the decision was rendered in our favor. We first proposed arbitration to Heisig & Norvell, and they acquiesced to the agreement to arbitrate; but they have subsequently failed to recognize the decision of the committee. We filed the same in the Circuit Court here, and later filed a transcript in Beaumont, Texas, which up to this time has been unsuccessful. Truly, "Consistency, thou art a jewel."

Yours truly, THE KEMPER GRAIN CO.  
 Kansas City, Kans.

## A NO. 3 CONTRACT GRADE OF CORN OF NO USE TO SHIPPERS.

*Editor American Elevator and Grain Trade:*—  
 In my opinion the shipper would be in no way benefited by No. 3 corn a contract grade on the Chicago market, as it would simply mean that we would have the same trouble in getting No. 3 corn then that we have in getting No. 2 now. The only way to remedy the existing evils of the Chicago Board of Trade is to make No. 3 corn deliverable on contracts at a difference not to exceed 5 per cent. This privilege the Board of Trade has repeatedly refused to grant.

It seems that everybody is making a fight on the inspection department, the Board of Trade included, when, in my opinion, the Board of Trade is entirely to blame. It has refused to make No. 3 corn deliverable on contracts, putting up the excuse that the corn is not safe to go into elevators and remain there an indefinite length of time. This, however, is not the real reason, as it would never be necessary to deliver No. 3 corn on contracts except in time of a corner, because at any other time the No. 3 corn is just as desirable for every purpose in the world as No. 2 and is really the commercial grade of corn. But it looks as if the Board of Trade, the last two or three years, had gone into the cornering business on a large scale; that the legitimate grain business is almost crowded out and the market run in the interest of a few gamblers who are constantly manipulating the market to the detriment of every producer and shipper in the land. These manipulations, or corners, which have be-



come chronic, make the grain business so hazardous that every man that handles a bushel of actual grain must have a wider margin to protect himself against losses, and the producers of grain eventually foot the bill.

I believe that the Board of Trade, as it is being operated at the present time, is costing the producers of the United States a hundred million dollars every year; besides it is tearing legitimate business all to pieces; and unless members of the Board take some action to remedy the existing evils there, they will drive every legitimate trader out of that market. Sooner or later the handlers of actual grain will be compelled to take some action in self defense.

Yours truly, THOS. COSTELLO.  
Maroa, Ill.

#### BUFFALO WEIGHING BUREAU.

*Editor American Elevator and Grain Trade:—* The organization of the weighing department in the Buffalo Merchants' Exchange is as yet incomplete, but I have been hard at work at it ever since my appointment as chief weighmaster; and it will be my aim and constant care to make it as perfect as circumstances will allow.

In the first place, I have arranged with Mr. Junius S. Smith to handle all lake grain just as he has done for many years past.

Exchange weighmasters have been placed in the Nickel Plate and Lake Shore transfer elevators and negotiations are on foot to weigh the grain at the International Elevator also, and at the plants of the Diamond Mills and Buffalo Cereal Company. Also all cars weighed out at lake elevators will be under my personal supervision.

Our rules have not yet been put in satisfactory shape, as the situation is peculiar to this market, and the rules of no other market can, as a whole, be applied. These, however, will be out soon. As a whole, the thing starts off smoothly, and I feel very much encouraged with the result so far.

As to the inspection department: Although last year was a poor year, Buffalo had her share of the business, as is proven by the result of the year's work in this department, which was so good that the trustees of the Exchange at their last meeting, on my recommendation, granted to the employes of the department a raise of about 10 per cent in salaries.

Yours truly, J. D. SHANAHAN.  
Buffalo, N. Y.

#### MORE ABOUT CURRENT CONDITIONS AT CHICAGO.

*Editor American Elevator and Grain Trade:—* In my article last month I endeavored to show how very hard it is for the inspector to decide on line grain; and hardly anyone can realize the responsibility the inspector feels when there is 20 per cent difference in two grades and he can hardly tell in which grade to put the grain. Now, such a state of things as I have just mentioned the inspector should never have to contend with.

Grain of different grades but of about the same real value for all purposes should never be more than 10 per cent difference in price. Of course, there are men with plenty of time and means who really take pleasure and pride in manipulating the markets, and, as we say, in outgeneraling other operators. And that may be all right with the class that Armour, Gates and others belong to; but how does it work for the country shipper? Under present circumstances the latter cannot hedge on one kind of grain and hold another; but if the Board of Trade rules were so changed that the country dealers could hedge on No. 2 against what they hold and pay with No. 3 at only a reasonable difference, then the business could be done as it was a few years ago; and then, if some of the large operators did happen to corner some kind of grain, the parties holding No. 3 grain would not be badly hurt—the gamblers would be the only sufferers; and then we should hear less complaint about the inspection.

And with the late decisions which are likely to be affirmed by the higher court, it does seem to me that the Board of Trade should be thinking about

some new rules and not tell us, when we ask them to do something, that "We can't sell a horse and deliver a mule;" for wheat is wheat, and corn is corn.

I presume that Chicago has an honest set of inspectors; but while there are corners and great differences between No. 2 and No. 3, the inspectors may do their very best and yet they will never get the credit that belongs to them. But to prevent those great differences will give the inspector some chance; and I hope to live to hear Chicago inspection spoken of as highly and praised as much as is Chicago weighing, for to hear any condemnation of Chicago weights is a thing of the past.

H. C. MOWRY.  
Forsythe, Ill.

#### HOW NO. 3 YELLOW AS CONTRACT CORN WORKS AT TOLEDO.

*Editor American Elevator and Grain Trade:—* Since making No. 3 Yellow Corn the contract grade in this market, we have had no trouble whatever in inducing the country snippers to sell the contract grade here, and have had splendid orders from New England, New York and Philadelphia for our contract grade, which for May delivery has averaged from  $\frac{1}{4}$  to  $\frac{1}{2}$  cent above Chicago May ever since we began trading in the May option.

No. 3 Yellow being the commercial grade, especially for New England and interior New York and Pennsylvania trade, it is particularly desirable for buyers in that territory, and it is a very easy grade to make for the country shipper, so that everybody is satisfied, and there are no attempts at cornering the market. There are only the usual fluctuations caused by supply and demand conditions, which should prevail in every market.

The writer reiterates what he said in his paper on "Grain Corners" at the Grain Dealers' National Convention at Peoria, that the commercial grade, which is good enough for buyers in every part of the world, is certainly good enough for the contract grade in Toledo, Chicago or any other corn market. While, of course, our market is not a large one like Chicago, at the same time the trading in futures is growing here constantly; and when better understood by both buyers and sellers, that our contract grade is No. 3 Yellow, there will be still larger trading in it, and more hedging done by the trade in general in this market, in preference to trading in Chicago, where they are liable to run into manipulated market every three months.

Yours truly, F. O. PADDOCK,  
President The Paddock, Hoge Co.  
Toledo, Ohio.

#### NEW WEIGHING BUREAU AT BUFFALO.

*Editor American Elevator and Grain Trade:—* On or about January 10 John D. Shanahan, chief weighmaster, placed his deputy weighman in the Nickel Plate Elevator, and since that time the bureau has weighed about 300 cars through the Nickel Plate Transfer Elevator and so far there has not been a single complaint on account of shortage. The Bureau has also weighed about 300 cars of grain out of the lake houses to the entire satisfaction of all interested. Mr. Shanahan is now perfecting arrangements whereby the Bureau will do the weighing for the Lake Shore Transfer Elevator, commencing on or about February 1. Negotiations are also under way whereby grain transferred through the International Elevator will be under the supervision of the Weighing Bureau. There has been considerable satisfaction evinced by the trade all over the country, and there is every reason to believe that the Buffalo Weighing Bureau will fulfill in every particular early promises.

The appointment of Mr. Shanahan as chief weighmaster has proved especially satisfactory, not only to Buffalo dealers but to the grain trade in general throughout the country, to whom he is well and favorably known as chief inspector of this market for some years passed. There seems to be no question but that the Weighing Bureau will prove successful and be a permanent institution, especially so if it is properly supported by Western shippers. It would seem to be very desirable that all shippers to this market should make it a portion of their contract, when making sales to Buffalo dealers, that

they are to be furnished with official certificates of weight issued by the Weighing Bureau of the Buffalo Merchants' Exchange; and should also instruct commission men to whom they are shipping that they desire all grain sold on the above weights.

The Weighing Bureau in Buffalo is largely the outcome of the meeting of the Indiana Grain Dealers' Association held in Peoria, Ill., at which time they passed resolutions and addressed a communication to the Buffalo Merchants' Exchange requesting that this market institute a weighing bureau under the supervision of the Merchants' Exchange. This was very favorably received by Buffalo grain dealers, with the result that we now have a weighing bureau well established, which with proper support from Western shippers will undoubtedly be permanent and give entire satisfaction to all grain dealers interested in Buffalo weights.

Yours truly, W. W. ALDER,  
Buffalo, N. Y. Per T. J. Stofer, Mgr.

#### DIFFICULTIES OF HANDLING BADLY SORTED HAY.

*Editor American Elevator and Grain Trade:—* Personally we have but very little use for arbitration with our customers. We think this privilege is misused in many cases. We think if country shippers were more particular in loading cars and would see that they loaded the same grade all through they would have much less use for arbitration.

We have known many cases where parties buy hay in stacks or barns before it is pressed, perhaps to be loaded away from home; in which case they hire some green man to load it who will load it just as it comes from the farmer's wagon, no matter if there are three or four distinct grades. When this car is loaded, it is invoiced at the grade it was bought in bulk for, while probably part of it is better than the grade sold and some not as good. When this car arrives, no matter if "Providing the car had been properly sorted it would have been worth \$5.00 per car more," the receiver makes a great kick, simply because it was not all as good as the best of it, and in all probability will make a claim for \$1 per ton on one-half of the car and perhaps on all of it, when if the hay had been properly sorted when loaded, so that it had been all one grade, it would have been accepted all right.

In other cases, where hay is bought loose, it does not perhaps press out as good as it appeared in the barn, and instead of being No. 1 timothy, as it was bought for, it is really nothing but No. 2. We all dislike to take a loss, or to have to handle it for nothing; and there is a great temptation to invoice it on our first judgment and see if the receiver will not get fooled the same. While this may possibly work in some cases, it is not safe, and in all probability makes a good case for arbitration, as the receiver will ask about \$2 per ton reduction when there is only \$1 per ton difference in the value.

It would look to us as though if we all stayed at home and handled only what we could give our personal attention to and let the other fellow have some business; see that every car is properly loaded and handle half as much, if necessary, we would have about as much profit at the end of the year, much less worry, and no use for arbitration—in fact, "Buy right," "Load right," "Sell right," and save trouble.

We remain, yours truly,  
J. E. OTTAWAY & CO.  
Flushing, Mich.

Screenings at sheep feeding stations near Chicago had advanced from \$8 normal to about \$15 at February 1, owing to heavy arrivals of sheep to go on second feed.

An Illinois legislator has introduced a bill for a law providing for reciprocal demurrage. In other words, any railroad company refusing or failing to supply cars at the station they are ordered from and in such a position that they can be loaded within three days from the date of ordering, shall be liable to the person or corporation so ordering for all resulting damages, and in addition thereto shall be liable for a demurrage of \$3 per day on every car from the date ordered.



## MEETING OF GRAIN DEALERS UNION AT CHILLICOTHE, MO.

A meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at Chillicothe, Mo., on January 19, for the purpose of interesting more Missouri dealers in that organization.

President D. Hunter of Hamburg, Iowa, and Secretary Geo. A. Stibbens of Chicago were present.

The following firms made application and were admitted to membership: Leach Bros., Salisbury; F. G. Fulton, Gallatin; Scruby Bros., Chillicothe; Cline & Cline, Gallatin; Hathaway-Keath Seed & Produce Co., Mexico; J. D. Johnson & Co., Chillicothe; Sutherland & Baumgarner, Lock Springs; McMahon & Marsh, Keytesville; Van Buskirk & McMahon, Dalton.

The application of E. P. Peck, who recently sold his business at Carlow, and who was attempting to do a scoop shovel business at Gallatin, was rejected, as he was not considered regular at that station.

President Hunter called the meeting to order at 2 p. m., and in a short address reviewed the evils that confronted the grain trade before the days of organization and the satisfactory conditions as existing at present. He urged dealers to buy in their own territory and avoid the resultant bad conditions due to going after business in one's neighbors grounds.

John A. Warren of St. Louis followed and spoke of the importance of the grain commission merchant becoming acquainted with the country grain dealer. There should be a thorough understanding as to who were regular grain dealers, as otherwise the grain merchant at the terminal market would not know with whom he was doing business. He said he understood a regular grain dealer to be one who was in the business every day in the year even though he might not have facilities.

On being called for, Mr. McFarlin of Des Moines, Iowa, spoke in regard to conditions in Iowa as follows: I have been interested in association work for many years. Some of our efforts for organization failed in early days, but we kept at it, and we finally secured an association. Conditions in Iowa are now very favorable. Mr. Stibbens and Mr. Hunter have produced good results in the state and we want the organization to be more complete in this territory. As to what would constitute a regular dealer in the Union, gradually to sift the thing down, it would be one who was in the market all the year round. There is no question but that Missouri is going to be a great grain state with men and facilities for handling it. The Missouri Grain Company, in which I am interested, will be very glad to see the territory here more thoroughly organized.

President Hunter explained that a regular dealer was one who was ready to buy grain at his station the year round. If there were two grain buyers at a station, one with an elevator and one without, the latter would be considered regular if there were enough grain handled for two people.

Secretary Stibbens made a strong appeal to non-members to join the Union. Among other things he said that:—

The number of grain dealers who identified themselves with the Grain Dealers' Union at the Moberly meeting was somewhat of a disappointment, considering the large attendance; but we realized that a great many of you desired to take the matter under consideration and give it careful thought. Some of you may be backward about being identified with a grain organization, and you may believe that your customers will look upon you with suspicion, if you become members of this association; but you are mistaken, as the grain organizations of to-day are founded upon business principles, and their chief objects are to harmonize the dealers and correct abuses at terminal markets. No dealer need have any fear of becoming a member of this Union, as our constitution and by-laws have been passed upon by a competent attorney and pronounced absolutely legal.

I do not believe there is a grain dealer in the state of Missouri that is not so hide-bound that he will allow the amount of money it will cost to keep him out of this organization, for a reasonable profit on one car of grain will pay your membership fee and dues for one year. If there were no benefits to

be gained outside of the social feature of these meetings, it is worth more to you than all it costs, for by meeting each other frequently, you form a friendship one for the other that has a tendency to beget better treatment from your competitors. You also exchange ideas, consequently you learn what others are doing and keep up with the progress of time. The grain dealer who sits down in his office in preference to mingling with his brother dealers in this day and age is certainly blind as to what is going on all about him; and, gentlemen, it is your duty as good business men to lend your strength and influence towards a betterment of conditions.

In order to work in harmony with your competitors it will be necessary for each one of you to make your word as good as your bond, for if you expect the other fellow to be fair he will expect the same of you. As this work is purely a matter of honor, it behooves every one of you to lay aside petty jealousy and assist in establishing a condition of affairs that you will in a few years point back to with pride.

It will be well, too, for you to consider in making demands of the receivers that reciprocity must prevail; or, in other words, do not expect that the receivers will grant everything you ask unless you are willing to give something in return. The receivers have assisted us in building up and maintaining grain organizations in all the important grain growing states, and the time has come when the country dealers must make a choice and patronize the receiving element that protect your business and withhold your patronage from the receiver who seeks to ruin your business by catering to the irregular element in the country shipping trade.

Railroad officials are busy men, and when you have a grievance, be positive it is a just one; then put it before them in a gentlemanly and a business-like way and I know from experience it will receive proper attention. Do not burden them with unnecessary matter.

Some of you may think the primary objects of a grain association is to make and maintain prices, but this is a mistake; and no organization should attempt to fix prices, as it cannot legally be done, and none of you desire to be parties to anything that is a violation of law. If you will become members of this Union, and treat your competitors as you would like to be treated, you will be surprised at the effect, and the first thing you know you will all be handling grain on a reasonable margin, and cut-throat competition will be eliminated.

There are other reasons why you should organize, as you have in this state obnoxious laws that are detrimental to the grain trade, but they will never be repealed or amended unless you go to work in earnest to bring it about.

I challenge you to name any important business that is not thoroughly organized to-day for mutual benefit and protection; but it is surprising that a great agricultural state like this has neglected to create and maintain a grain organization, when you take into consideration that the products of your state in dollars and cents are so vast in the aggregate that the average mind fails to comprehend it.

An organization in this state will encourage the building of more elevators, which will be of great advantage to you as well as to the railroads; besides it is much easier to demonstrate to receivers that you are regular dealers where you operate elevators.

W. Scruby of Chillicothe, who had had an experience of thirty years in the grain business, said that this year had been a good one for Chillicothe, but that as good crops of grain might not be grown again for some time. He had formerly owned an elevator, but it had been removed by order of the railroad, there not having been sufficient grain to support it. He was in favor of organization, but failures in former associations had shaken his confidence in them.

L. F. Cobb of Odessa said he could make more money on a short crop than on a big one. When crops were short he had bought in Iowa and sold to feeders. They could not buy in Iowa, not being members of the Union. Feeders could go up and buy of farmers, but as this would entail considerable trouble, they preferred to buy of him.

Secretary Stibbens read a legal opinion on the status of the Union and said that no dealer need fear any trouble in this direction from joining. He said that at places where there were one or more roads each should be given a fair share of the business. It would be better for all parties concerned and was only fair business ethics. He finished with a plea for organization, after which the meeting closed.

### LEEPER NOTES.

W. W. Knight of Moberly represented Reynolds Brothers of Toledo, Ohio.

Armour & Co. of Chicago were represented by W. M. McDougal of Omaha.

A number of new dealers were admitted to membership. More are wanted.

Mr. McFarlin said that Messrs. Hunter and Stibbens would go to Halifax or San Francisco to attend a Union meeting. It is hoped that won't get so far away, as their services are needed in this country.

Among the dealers present were C. A. Wilder, Laddonia; Geo. Van Buskirk, Dalton; Wm. McMahon, Keytesville; L. B. Wilcox, Moberly; L. F. Cobb, Odessa; W. W. Pollock, Mexico; F. G. Fulton and P. P. Cline, Gallatin; E. P. Peck, Gallatin; S. J. Leach, Salisbury; J. M. and E. R. Bumgarner, Lock Springs; T. S. Bishop, J. T. Milbank and W. Scruby, Chillicothe; J. Bevan, New Cambria; W. S. Hathaway, Mexico; E. Lowe, Wheeling; A. J. Marsh, Keytesville; J. H. Wayland, Salisbury.

A number of St. Louis commission men attended. They included the following firms and representatives: G. L. Graham & Co., by S. T. Marshall; Picker & Bardsley, by E. Picker; Chris Sharp Commission Co., by Harry Hunter; Brinson-Judd Grain Co., by T. C. Taylor; Connery Commission Co., by Hy. Blankenship; John A. Warren & Co., by John A. Warren; Fisher Grain Co., by C. V. Fisher; John E. Hall Commission Co., by W. E. Knapp; P. P. Williams Grain Co., by W. C. Seele; John Mullally Commission Co., by S. Winterbower; J. L. Wright Grain Co., by C. L. Wright.

## INDIANA-OHIO GRAIN DEALERS.

The annual meeting of the Northwest Ohio and Northeast Indiana Grain Dealers' Association was held on Friday, February 5, at the Wayne Hotel, Fort Wayne, Ind.

There was a large attendance, and besides many important business points discussed the social features of the meeting were not neglected.

At the business meeting, held in the afternoon, there was a general discussion of the conditions of the business, principally the all-absorbing topic of the common difficulty all are having in making shipments.

The matter of grade on consignments also was thoroughly discussed. The universal sentiment was that the shipper is at the mercy of the consignee in regard to grading. Many valuable suggestions were brought out in the discussion. The prevailing opinion was that the best solution of the difficulty would be to have inspectors at various points, who shall inspect all shipments in certain prescribed territory and issue certificates as to weights and grade, which shall be binding upon the consignee to accept.

Still another point that claimed its share of the attention of the meeting was the matter of systematizing conditions at terminals. Resolutions were adopted asking the National Association to use every effort to provide public scales and inspections at all terminal points, especially at Buffalo.

The officers elected were as follows: President, Frank Windiate, Paulding, Ohio; vice-president, J. M. Deweese, Montezuma, Ohio; secretary-treasurer, C. S. Egly, Berne, Ind.

An elaborate banquet was served in the evening, which was highly enjoyed by the members and the ladies of their families present.

Mr. Carroll, the retiring president, gracefully did the honors as toastmaster. Mr. Chas. S. Bash of Fort Wayne was the principal speaker upon business matters. His theme was the railroad car situation, the relation of the railroads as common carriers to the public, and the benefit to the former from the successful solution of the many problems this Association has before it.

The commission houses were well represented. Mr. "Andy" Kuhl of the Baltimore firm of G. A. Hax & Co., who, by the way, shipped a keg of oysters all the way from Baltimore to serve at the banquet, was everywhere in evidence and was in his usual jovial spirits. His witty speech and song took the banquet by storm.

Jos. McCaffrey, vice-president of Daniel McCaf-



frey's Sons' Company of Pittsburg, added many new friends to his already long list. It surely would be hard to carry on a grain convention in the West without "Andy" and "Joe"; at least, there would be something lacking if they were absent.

Other commission houses represented were Mr. R. Martin of Hoeb Bros. & Martin, Pittsburg; Chas. Knox of Reynolds Bros., Toledo; Art. Emmick of Worts & Emmick, Toledo; Harry Cuddeback of W. A. Rundell & Co., Toledo.

## IN THE COURTS

Geo. H. Phillips began suit at Galesburg, Ill., on January 20 against W. H. Smith to recover \$1,500 due him as grain margins.

The Cassidy Commission Company of Princeton, Ill., indicted for operating a bucket-shop, pleaded guilty on January 31 and were fined \$300 and costs.

The sequel of the recent trial in the Criminal Court at Chicago of Chas. G. McNeil and Benj. C. Jolly is two suits by them brought against Portus B. Weare for \$50,000 each on claim of personal damages.

John J. Whiting, hookkeeper for the Rosenbaum Grain Company at Fort Worth, Texas, was recently arrested in Washington, D. C., on a charge of embezzlement, the sum being \$170 more or less. He was returned to Texas.

A warrant was issued at Crookston, Minn., for the arrest of Andrew Monson, local agent at Neilsville, Minn., for the Northwestern Elevator Company, on a charge of embezzlement, the sum claimed being \$487.42. Monson had left Neilsville before the warrant was served.

A. E. Taylor and C. S. Baldwin, employed to trace leaks of quotations at Minneapolis to the local bucket-shops, were arrested on January 19, charged with attempting to break into the office of the Coe Commission Company, and were hound over to the grand jury in \$500 bail each.

E. L. Buckmaster, formerly agent of the Independent Elevator Company at Kragness, Clay county, Minn., has been arrested and hound over to the grand jury at Moorehead, Minn., for hearing. The company claims a shortage of \$1,000, and had Mr. Buckmaster arrested at Wolverton.

J. D. Tidmarsh of Chicago pleaded guilty in the U. S. Court at Springfield to a charge of neglecting to affix revenue stamps to bucket-shop transactions, and paid \$500 fine. Although not standing trial, Tidmarsh held that he was simply an agent, and on that ground had refused to affix the stamps.

Chas. Waite and Robert H. Thornburn of the late Board of Trade firm of Waite, Thornburn & Co., Chicago, who were suspended for alleged violations of the Board rules, have individually begun suits for \$100,000 damages each against Wm. S. Warren, lately president, and the directors of the Board. Their attorneys claim they were suspended for not making settlement of "July oats" deals; but the officials named deny that they were suspended on that account, but on complaint of Harris, Gates & Co. for default in the delivery of corn for July, 1902.

On September 1, 1900, Seley & Earley of Waco, Texas, shipped a car of wheat via the M., K. & T. R. R. Co. to Galveston, consigned to the Texas Star Mills. The grain was not so delivered, but was destroyed in the storm of September 8. When the shippers brought suit to recover the value of the lost grain the railroad offered the defense that the bill of lading contained an exception to its liability from loss by act of God. The trial court rendered judgment in favor of Seley & Earley for \$1,160, holding that had the railroad "promptly notified the Star Mills of the arrival of the wheat, the evidence shows that it would in all probability have been unloaded to the Star Mills elevator before the storm and not been lost; but if it had not been unloaded before the storm but delivered to the

Star Mills by defendant on the switch tracks used by the Star Mills, as was the custom of defendant, the wheat would not have been destroyed by the storm, as the water was not of sufficient depth to have entered the cars. This judgment is affirmed by the Supreme Court of Texas.

The grand jury of Bureau county, Ill., at its last term returned an indictment against the Weare Commission Company of Chicago on charge of running a bucket-shop. The company made its appearance for trial on February 4, and raised the question of jurisdiction, showing that no names of individuals are mentioned in the indictment and no arrests made. This point is still to be argued and passed upon before the case can be heard on its merits.

The Supreme Court of Wisconsin by a bare majority of the court on February 3 reversed the decision of the Circuit Court at Milwaukee, which vacated an injunction restraining the Chamber of Commerce from expelling or suspending the firm of Bartlett, Frazier & Co. The Chamber had held that the firm had violated its rules by refusing to settle a trade made by its clerk, Walter E. Brown, with L. Bartlett & Sons Company. The clerk, it will be remembered, made trades on his own account but apparently in the name of his employers, although forbidden by the rules of the exchange to trade for himself or them. The Supreme Court therefore holds that Bartlett, Frazier & Co., were justified in refusing to recognize as their own trades made by a non-member clerk without their knowledge or consent.

Fifteen years ago, before the "Old Hutch's" last wheat corner, Alfred N. Beadleston of the brewing firm of Beadleston & Woerz, New York City, "took a flyer" in wheat, authorizing his brokers, Palma-teer & Butter, to sell short 50,000 bushels of wheat, with a "stop loss" limit of \$2,000, but to use their discretion. They closed out the transaction with a profit; and, under their general discretion, they then sold 50,000 bushels of wheat short for Beadleston's account. Then came the wheat corner. The brokers, after calling on Beadleston, who refused to make any further payment of margin, bought in the wheat, losing over \$19,000. For this sum they sued, with interest. Beadleston contended that his stop order on the first transaction applied to all dealings between them, and the Supreme Court of New York City on January 23 last sustained his contention.

In the Circuit Court at Paxton, Ford county, Ill., the Union Elevator Company of Cleveland, Ohio, was given a judgment for \$175 against Richardson & Cooper of Elliott. The suit was brought to recover damages for non-delivery of 10,000 bushels of oats bought on May 8, 1902, 30 days delivery. At the expiration of the time, oats had risen in price one and three-quarter cents, and the defendants failed to deliver the oats and gave no notice to the plaintiffs. Some days after the plaintiffs demanded delivery and the defendants wrote back, "If you can't wait for the oats until we get them, we will settle on the basis of 30 days." The defendants endeavored to show that the time of delivery had been extended, and introduced letters and telegrams to prove that claim, but the court ruled the offered evidence insufficient and rendered judgment as above.

In 1896 Boyd & Co. of Omaha acted as brokers for John C. Walls on grain transactions. Walls was using the Bank of Neola's money and lost \$46,000. His bondsman, Herman Mendel, sued J. E. Boyd to recover. It was shown that Walls used nineteen drafts on the Chemical National Bank of New York, amounting to \$21,185, in his operations with the Boyds. When he won the money the Boyds paid him was returned to the bank. The commission men were able to prove that \$18,500 went back to the bank in this way. The court below held that Boyd, having proved that he paid Watts more money than Watts paid him on grain trades, Mendel, who sued as Watts' bondsman, could not recover. But this ruling the Supreme Court reversed, holding that the sum due Mendel represented the difference between the amount

Watts took and gave to the Boyds and that which they paid him back and could be traced to the bank; and that Boyd is held responsible for about \$3,500.

Warren Furbeck has begun suit against the Weare Commission Company, claiming damages of \$150,000. Furbeck does not claim to have himself lost the money "but the suit is brought," the attorney said, "under the law providing that three times the amount that is lost in a gambling transaction may be recovered in a suit at law," any person having the right to bring the suit after six months have elapsed from the time the money was lost. One-half of the money recovered goes to the county and the remainder to the person bringing the suit." The name of the person who lost the money is not disclosed.

The National Hay Association, by John B. Daish of Washington, its attorneys, has begun an action before the Interstate Commerce Commission by S. S. Daish & Sons against the C. A. & C. Ry. and B. & O. R. R., claiming damages in the sum of \$1,159.20. The complaint is based on a delay in the delivery of a certain car of hay billed at Condit, Ohio, to Washington, D. C., and the purpose is to test the liability of the roads for damages caused by the freight embargo and the refusal of the B. & O. R. R. to accept freight delivered to it by its western connections when billed through. The bill states that the complainants presented their bill of lading to the B. & O. road at Washington, together with the freight charges, but was informed that the car was not in Washington, whereupon the bill declares that the road has frequently established embargoes on certain kinds of freight; and then a specific embargo of December 27 is referred to as being still in force, and that the B. & O. R. R. will not receive certain kinds of freight for shipment east. The complainant further states that the frequent practice of the B. & O. R. R. in placing embargoes which are in force and effect for considerable time causes undue and unreasonable prejudice and disadvantage to the dealer and to the consumers in Washington, as the said embargoes cause hay to become low in supply and unnecessarily high in price. It is further alleged that the defendant by detaining the said car of hay and failure to deliver same within a reasonable time has subjected the complainants to undue and unreasonable disadvantage; that the defendants have transported other freight during the time specified; that the defendants charge demurrage if cars be not promptly unloaded, but do not compensate anyone for detention of cars by the carriers, and this is stated to be an undue and unreasonable prejudice and disadvantage in favor of the carrier as against the patron. It is stated that the usual time of transportation of carloads of freight from Ohio to Washington is ten days, and that this is ample time; that the car in question has now been withheld from the complainant for fifty days, and therefore the complainant has been injured in the sum of \$1,000.00, beside the value of the hay, \$1,159.20. The prayer of the complainant is that the defendant be required to furnish in their answer a statement of each and every embargo placed by them since July 1, 1902; and that the Commission issue an order to the defendants to cease and desist from violations of the act to regulate commerce; and this is followed by the general prayer for relief.

Up to February 1 about 700 cars of Manitoba wheat had been sent to Minneapolis to be milled in bond.

A. H. Aldridge, with the Wisconsin Elevator Co., Roberts, Wis., says: "Enclosed please find \$1 for another year's subscription to the American Elevator and Grain Trade. It is a great, grand paper for those in the 'biz.'"

In the 1902 report of Supt. Kennedy of the grain elevating department of the Lake Carriers' Association that gentleman reports that he handled from vessels to elevators in Buffalo during the year 125,680,750 bushels of grain. This amount is considerably below the Buffalo receipts of either 1901 or 1900.



## OVERDRAFTS AND FULFILLMENT OF CONTRACT.

[From a paper by Geo. A. Stibbens, Secretary of the Grain Dealers' National Association, read at the annual meeting of the Indiana Grain Dealers' Association at Indianapolis on January 8, 1903.]

In my personal experience as a grain dealer and as an association secretary, I find that overdrafts and non-fulfillment of contracts are the primary causes of nearly all trade differences; and I say to you candidly, I have no patience with a man that practices either. Very rarely does the occasion require any dealer to make an overdraft, and when he does he should realize the fact that he has money belonging to the receiver which is not his own; and if he is honest he will return it as soon as he is made acquainted with the facts and without quibbling.

I believe in calling everything by its proper name; and the dealer who refuses to pay an overdraft he has made, or the receiver who refuses to pay a balance due on a shipment, has committed larceny, and is equally as guilty, from a moral standpoint, as the man who enters your house in the dark hours of night and quietly steals your money.

When consigning grain on a declining market, legitimate overdrafts will frequently occur; but where a dealer sells grain on his track or delivered, if an overdraft is made, it is done with the full knowledge of the shipper, and should not be tolerated by the receiver; and the quicker receivers commence to educate the trade in that direction the less trouble they will have. But some receivers and track buyers are so eager for business they will pay a draft when they know the amount is too large and trust to luck or Providence to get even.

The practice of making overdrafts has been in vogue for many years; but thanks to grain organizations this practice is being eliminated, and by strict adherence to association principles, with proper support from receivers, their trade abuse will be entirely eradicated. The country shippers of grain owe it to the trade to stop at once the practice of making overdrafts, and receivers should demand it; for in no other way can trade evils be remedied than by the hearty cooperation of all concerned.

Each one of you knows what good business methods are, and you owe it to yourselves and to the parties you are dealing with to complete every transaction you enter into strictly to the letter and meaning of the contract. Non-fulfillment of contracts brings more trouble to the trade than all other subjects combined; but if each party to an obligation were always disposed to be fair and honest, instead of looking for some loophole to crawl out of when the market goes against him there would be but little for the various arbitration committees to do.

A great many controversies over contracts occur because each party to the obligation does not fully understand the terms of the contract. Others occur because one of the parties does not wish to understand; for if he did, it would be to his detriment from a financial standpoint; and when you strike a man's pocketbook, you severely test his honor, and I am sorry to say that some regard more highly their money than their honor.

Associations have materially raised the standard of the grain trade, but there is still room for improvement; and until such time as every man connected with the trade shall regard his word as sacredly as he does his bond, differences will occur. There are people in the trade who have the happy faculty of selling grain to arrive, and if the market declines they never fail to fill their contracts; but if the market advances, the weather suddenly turns bad and the farmers cannot deliver; or there is a shortage of cars and they are unable to load out the grain on time; or they are not satisfied with the inspection: weights are bad; or they suddenly discover there is something wrong with the terms of the contract. You cannot change human nature; but is it not strange that men who have grown up in the grain business, and have become rich in some cases, are willing to

besmirch their business integrity and declare to the business world they are dishonest by defaulting on a contract. Only a few receivers try to violate contracts they enter into. The majority of the defaults are by country dealers. The way to cure this evil is to arbitrate it; and people who will not arbitrate should be expelled from the associations to which they belong, and that fact published broadcast to the trade, which should be a warning to the business world to refuse to trade with defaulters.

A track buyer once said, "We have been cheerful and consistent members of grain dealers' associations from their inception, and have kept all their precepts from their youth up, and to our knowledge have not broken faith with any of the requirements of these worthy institutions." It is an undisputed fact that 95 per cent of the track buyers and receivers have at all times fulfilled their obligations, and have been loyal in times of panic and of prosperity, and they are the people who have made it possible for associations to live and flourish; for without their support it would not be possible for grain organizations to continue in business.

When receivers buy your grain they do so because they have made sales for export, and they are compelled to contract for vessel room to be loaded by a certain time; but if you default on your contracts, you force them to pay large damages in the way of demurrage, which a great many of you do not take into consideration. Some of you may take the view that because you do not fill your contracts in the time specified, you are under no obligation to make shipment at all; but in this you are mistaken, as the buyer is entitled to all damages and a reasonable profit on the transaction. I hope the day is not far distant that when the arbitration committees of the various associations are called upon to decide differences arising from defaulted contracts they will award to the injured party the difference in the market, and all damages accruing on account of said default, with a reasonable profit on the quantity sold.

If it were possible to legislate honesty into dishonest people, and we had a pull with the politicians, we might easily remedy the troubles; but this being impossible, we must compel the trickster to be honorable by enforcing arbitration or expel him from the organization, and by so doing he is branded as a scoundrel. And when this is done, what more can we do to protect your interests?

Country dealers require, and even demand, that track buyers and receivers shall protect their interests in the way of confining their business to those regularly engaged in it, and justly so; but what are you offering in return for that protection? If you continue to make overdrafts and default on your contracts, can you consistently expect them to give you the protection you ask? On the other hand, if your drafts are reasonable and you live up strictly to the letter and spirit of every contract you make, you will have done all that is expected of you and you will be in a position to enforce your demands. In considering these matters you must realize there are two sides to every question, and you must accord receivers the same fair treatment you exact of them, or you can never hope to have a harmonious trade.

Leaving the original subject for your careful consideration; I desire to call your attention to the receiver who styles himself "Reformer." In other words, to the receiver who has made a specialty of soliciting business from a class of people who are not regularly engaged in the grain business.

As you all know, we have in every market two or three concerns that get all their trade from what we term the scalpers or irregular dealers; and these people prospered fairly well before the birth of organizations. But for the past few years this class of receivers have found their business slipping away from them and going to the receiver who is willing to protect the interest of the dealer who is regularly in the business, making an open market for the producer each day in the year.

A few receivers of this class occasionally notify the state secretaries that they propose to turn over a new leaf and to confine their business to

regular dealers; but how do some of them do it? They send a traveling man out into a certain section of country and he goes personally to the regular dealers and tells them he is going to have some of the business and unless he gets it from the regular dealers he will get it from the scoop-shovel dealer; and he actually compels the legitimate dealer through fear to give him business to avoid scoop-shovel competition. I want to ask the receiver, is this fair? Is it an honest way to secure business, by coercion? Would it not be much more respectable for any concern to secure business on its merits? Don't you think a firm should secure business in an open field with his competitors, instead of trying in this manner to steal the business other firms have spent a lifetime in working up? Is it fair for country shippers to forsake receivers who have always been good supporters of associations and made it possible for them to exist and give their business to a man who has always catered to the scoop-shoveler and would be doing it to-day if it was not for the fact that he has compelled a number of shippers to give him business to prevent their business being ruined?

Can the dealers throughout the various states afford to withdraw their trade from receivers who have always been consistent supporters of grain organizations and give it to the concerns who say they will have it, or get it from the scoop shovel dealer? One class of receivers support you from principal, but the other class supports you because they are compelling you to take business from your true supporters and give it to a class of receivers that have been trying to disrupt and disorganize you.

I hope you will consider this matter well, as it is important; and you must decide to whom you will give the preference. It will certainly be to your interest to patronize the receiving element that is loyal to you and withhold your patronage from the concerns that seek to destroy you.

## AND STILL ANOTHER.

Another has been added to the already large number of "farmers' combines," so called, that is to say, the "Fraternal Order of American Farmers," which is said to permeate all the Northwest as well as Nebraska, Kansas and Oklahoma and Indian Territories.

The object of this order, which has come to the surface at this time in Oklahoma, is not to run the business of all creation—it does not, happily, expect to starve out the local retailers by patronizing "cat" houses exclusively, nor to drive other business men off the footstool, but only to get not less than 60 cents per bushel for wheat in Oklahoma. To do this it is proposed to "organize" Oklahoma; and then put down the screws.

A newspaper war on the Cleveland Grain Dealers' Association has been declared by certain buyers of grain and other horse feed, who are endeavoring in the usual specious way to locate a "trust."

A complaint of violation of the commission rules by members of the New York Produce Exchange caused an investigation, which was held on February 2. It then appeared that the principal complaint was over the question of the employment of solicitors and the pretense of having employed solicitors when none were employed. After a long discussion it was decided to get up a more satisfactory rule, and the president was authorized to appoint a committee of five for this purpose. It will be several weeks before the committee will report.

The New York Superintendent of Public Works in his report on the doings of the state canals in 1902, says: "In spite of the lengthened season the total tons carried was only 3,274,446, as against 3,420,613 tons in 1901, a falling off of 146,167 tons. This loss is more than accounted for in through freight, for whereas there was an increase in way freight east of 84,976 tons, the total decrease in through freight was 210,619 tons. The beginning of the shrinkage is coincident with the shutting down of the mines. There was a total decrease for six months of 406,109 tons.



## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Retention of Grain of Inferior Quality.

The Court of Appeals at St. Louis holds (Small vs. Bartlett, 70 Southwestern Reporter, 393) that if a purchaser of an article, as, for example, a car of corn, retains the same, and sues for damages for a breach of warranty in regard to its quality, he cannot recover the entire purchase price, unless the article is shown to have been worthless, not merely for the purpose for which it was bought, but for any purpose.

### Standard Where Grain Is Purchased Governs.

In the absence of an agreed standard, the United States Circuit Court of Appeals, seventh circuit, holds (Richardson & Co. vs. Cornforth, 118 Federal Reporter, 325) that the standard of the place where a commodity is purchased governs. With reference to a purchase of clipped oats in the Chicago market, where 32 pounds has been fixed by the statute as the standard for the measurement of a bushel of oats, the court says that this may not include, it is true, oats artificially treated, but it may be shown, by the custom of the market, to be applied to clipped oats as well.

### Validity of Partnership Contract Between Firms of Grain Dealers.

Two firms made a contract that all the corn and oats of the crop of that year purchased at a certain place should be on joint account at actual purchase price. Should either party have more invested than the other, the interest should be adjusted and charged to the account of the cost of the grain. All moneys paid for oats should be charged to oats account and all moneys paid for corn should be charged to corn account. Both parties should share alike in the loss or gain on the entire purchase and sale. One of the firms agreed to ship from another point 40,000 bushels of oats, to be put into the joint account at a certain price per bushel. All subsequent shipments should be at cost. In a suit in equity for a partnership accounting, the firm last referred to claimed that this contract had been carried out, and that they had not had their share of the resulting profits. The other firm pleaded that the contract was contrary to public policy, and in contravention of section 5060 of the Iowa code, relating to pools, combinations, trusts, etc.

That two partnerships, or a partnership and an individual, may enter into a new partnership, the Supreme Court of Iowa says (Willson vs. Morse, 91 Northwestern Reporter, 823), seemed to be conceded. Indeed, in the face of the authorities that proposition could not well be denied. It was also conceded, or at least not denied, that the agreement quoted created a partnership between the two parties. Even if denied, the cases left the question in no doubt. The contract being legal on its face, the burden was on the firm denying its legality to show its illegality by satisfactory and convincing evidence.

If made to prevent competition, or to fix the price to be paid for grain in the territory where it was to be operative, it was, of course, contrary to public policy and void; or if, in the language of the statute, it was "to regulate or fix the price of any article of merchandise or commodity," it could not be enforced. Whether the parties had in mind either of these purposes was a question of fact to be determined from the evidence. That one member of the firm sued had one or the other, or both of these, in mind must be accepted as true, for he so testified in the case. But he did not say that he communicated his purpose to the suing firm, or that they had any knowledge thereof. Ordinarily such a contract would be treated with suspicion, but, as applied to the facts shown by the record in this case, that suspicion was removed by the unequivocal testimony of the suing firm, supported in

some degree by the relationship existing between the parties, as well as by their conduct after the contract was entered into. Wherefore, the court says that it did not sufficiently appear that the contract was illegal. On the contrary, it was constrained to hold that it was entered into and executed for a proper and legitimate purpose, and that, while the member of the firm sued may have thought that by such an arrangement he could control the local market, there was no intent to stifle competition, except as consolidation of the two firms would effectuate that purpose.

With the question of the amount due the suing firm the court found more difficulty than with the other matters in issue, because of the unsatisfactory condition of the record. It says that aside from a book, which was not properly identified, the evidence was largely made up of estimates, from which it was difficult to arrive at a satisfactory conclusion. The parties sued introduced statements from a book said to have been kept by the firm, showing the amount of corn and oats purchased by it under the contract, but the book itself was not offered in evidence. If offered, the preliminary proof was not made to justify its reception as evidence. These statements, in the absence of the book itself, were not competent; and the book, unless properly identified, and its genuineness established, was not admissible. The court had, therefore, to rely on the estimates made by the various witnesses, and the showing as to the grain shipped from the place named in the contract, with the testimony as it might have been, but it was the best evidence obtainable. From this evidence the court was constrained to hold that the conclusion reached by the trial judge was as nearly correct as it was possible to arrive at. And this it approved as the best approximation obtainable.

### Extent of Bank's Liability Under New Doctrine.

In the cases entitled Exchange National Bank vs. Russell, and same vs. Searls et al., respectively (32 Southern Reporter, 314), which were brought by the latter parties to recover damages for alleged breaches of contract for grain sold to them by an Arkansas grain company, the Supreme Court of Mississippi says that the trial court went too far in the application of the doctrine announced in the case of Russell vs. Grain Company (32 So. Rep. 287), heretofore reported for our readers.

The Supreme Court says that whatever damage the consignees in these two cases had sustained by reason of defective quality of the grain, or by reason of any shortage in the grain delivered to them covered by the bills of lading (which had been purchased by the bank), they might recover; but they could not recover from the bank any damage which they might have sustained by reason of the failure of the Grain Company to ship grain which it had contracted to ship. The failure on the part of the Grain Company to deliver to them other shipments of grain than those covered by the bills of lading in these two specific cases, purchased by the Bank, was a breach of the contract between them and the Grain Company, but was no breach of contract on the part of the Bank. The Bank simply had nothing to do with those contracts. It was in no way connected with the breach of those contracts by the Grain Company.

The ground on which recovery is allowed against the Bank for defective quality and shortage in quantity of the particular grain covered by the bills of lading bought by the Bank is that as to such grain the Bank has been contractually substituted as the vendor of all such grain in the place of the Grain Company, and, of course, must answer as any other vendor would answer for defects in quality and for shortage in quantity. But there was no contractual relation whatever between the Bank and either of these consignees or the Grain Company as to any other grain than such grain as the bank bought the bills of lading for. The Bank has no concern with the failure of the Grain Company to carry out its contracts to ship indefinitely other carloads of grain which it may have contracted with these consignees to ship.

The distinction is plain; and the cases from Tex-

as, Missouri and North Carolina, cited in the former opinion (Russell vs. Grain Co., above referred to), show what is meant. They were all cases in which the bank had become, by purchase of the bills of lading, the substituted vendor of the grain covered by such bills of lading, and that was the whole extent of this court's former opinion.

### S. P. ELEVATOR AT GALVESTON FINISHED.

The Southern Pacific Elevator at Galveston was finished on January 23, and was tested a few days later. The house has storage capacity for 1,000,000 bushels. It will be operated by the J. Rosenbaum Grain Company of Chicago, and will be in charge of Alex. Nichol.

### SAVANNAH GRAIN DEALERS.

The grain dealers of Savannah, Ga., on January 17 formed an association for mutual benefit and protection. The officers thus elected are as follows: President, T. J. Davis; first vice-president, J. S. Collins; second vice-president, H. Traub; secretary and treasurer, James E. Grady, Jr.

### NEW ELEVATOR BUILDING AT BUFFALO.

The Michigan Central Railroad Company contemplates building a steel grain elevator of moderate size at Buffalo; and the negotiations to that end are in progress.

There is rumor in Buffalo that the Grand Trunk and Pere Marquette roads will join in the erection of a steel house of large size; but Detroit officials of the latter road deny knowledge of the project.

### NEW MEMBERS GRAIN DEALERS' NATIONAL ASSOCIATION.

The following are latest additions to the membership list of the Grain Dealers' National Association: H. L. Lawler & Sons, New Orleans, La.; Columbus Grain & Elevator Co., Columbus, Ohio; Redman-Magee Co., Cairo, Ill.; F. E. Winans, Chicago, Ill.; John Warren & Co., St. Louis, Mo.; Flannagan Mill & Elevator Co., Rich Hill, Mo.; Perrin Bros., Cincinnati, Ohio.; John B. Ross & Co., LaFayette, Ind.

### NEW ELEVATOR AT BALTIMORE.

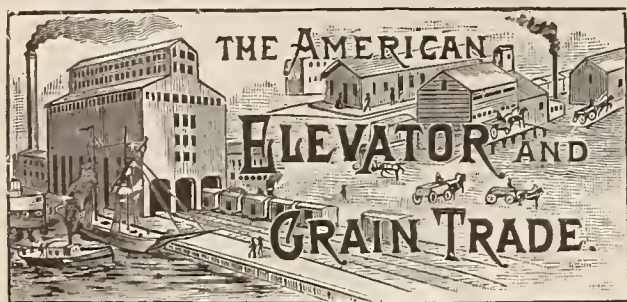
Contracts have been let by the Pennsylvania R. R. Co. to Geo. M. Moulton & Co. for rebuilding the Northern Central Elevator No. 3 at Baltimore, which was burned on December 31, 1902.

The new elevator will have a capacity of 150,000 bushels greater than the old structure, which will make the capacity of the new elevator about 1,500,000 bushels. The bins will have a uniform depth of 70 feet, instead of 55 to 65 feet, as in the old structure. The elevating and shipping capacity of the old structure will also be improved on.

The Chamber of Commerce would have preferred a steel to a wooden house; but the railroad company believed that the urgent necessities of the port for a house for immediate use justified rebuilding with wood, instead of delaying construction in order to use steel.

A Baltimorean writes Statistician Hyde the history of the first shipment of western grain to Baltimore as follows: "In 1863 a small grain elevator was constructed by Mr. J. N. Gardner. This was the first grain elevator built in Baltimore. It was ready for business on January 1, 1869, and in March of the same year Luther B. Cox & Co., commission merchants, ordered 1,000 bushels of wheat at Chicago, which was brought to Baltimore by the Empire Line of the Pennsylvania Railroad system in three cars, and arrived in four and a half days. This grain was handled through the new elevator directly by Mr. Gardner, and was the first Western wheat sold in the Baltimore market."





PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

## MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn Street,  
CHICAGO, ILL.

HARLEY B. MITCHELL.....Editor  
A. J. MITCHELL.....Business Manager

Subscription Price, " " " \$1.00 per Year  
English and Foreign Subscription, " 1.60 " "

### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

### TOO MUCH DRYING.

The hearing on the kiln-drying question, reported briefly elsewhere in these columns, was hardly encouraging to the proponents of a grade of No. 2 corn kiln-dried. The prohibition of kiln-drying, directly or indirectly, like the prohibition of mixing grain, would at once render unmarketable a large amount of good corn, or, at least, depress its price materially. No attempt was made at the hearing to rebut testimony to that effect.

But more to the point was the testimony to prove that kiln-drying corn did not, when properly done, damage the physical character of corn. Successful drying is that which attempts only the entirely practicable work of removing the superfluous moisture from No. 3 that would grade No. 2 were that superfluity removed. That some driers may attempt to raise very damp No. 3, or even No. 4, or worse, to No. 2, and make such a mess as Mr. Bryant objected to, is not an argument against the drier, but a warning to the inspector that he is liable to blunder "if he doesn't watch out."

Perhaps the most successful drying is the practice at New Orleans, frequently imitated, where, before shipping, there is mixed with the kiln-dried corn enough undried corn to equalize the content of moisture of the lot. Such a system has been found to bring corn up to No. 2 condition with practically no cause of complaint of over drying.

Kiln-drying, in short, is a perfectly legitimate, wholesome and desirable treatment of damp corn, which should not be condemned because driers are inexpert and overdo it; and is the less to be discountenanced because the coun-

try shipper, with business enough to warrant a plant, would be able to take advantage of the drying system, were he so disposed, and pocket its attractive profits.

### NO. 3 CORN AS CONTRACT.

The hope that the Chicago rules may be amended to permit No. 3 corn to be delivered on No. 2 contracts with a difference is still indulged by some shippers. We believe all such hopes are doomed to disappointment. The apt saying that a man who contracts to buy a horse will object to the delivery of a mule, even at a difference, hits the situation. And the Board is not likely to follow the lead of the "Open Board" in anything.

But Capt. I. P. Rumsey remarked at the kiln-drying hearing that No. 2 corn has practically ceased to be a commodity for sale in the country tributary to the Chicago market. The fact that no bids for No. 2 now go out from any quarter emphasizes the fact that the country grain trade has ceased to deal in Chicago contract corn. Why, then, should there not be a contract grade that the country can sell? Is the machinery of the exchange created and protected by law for the sole benefit of exporters and the dealers in wind?

Toledo has made its contract grade of corn No. 3 yellow because that is the kind of grain it receives from its country shippers; and Mr. Paddock of the Paddock-Hodge Company of that city, in a brief letter printed on another page, tells how the change from an ideal grade of corn that is produced only in the city and under the cover of elevator roofs to a grade that the country has to sell has benefited that market.

A good many members of the Board who are receivers and meet country shippers now admit the necessity of a change in the contract grade to meet conditions forced on this market; but the pressure for any change must come from the country shippers who are most damaged by present conditions.

### NATIONAL INSPECTION.

The merits of Mr. McCumber's bill to create a bureau of the agricultural department for the federal inspection of grain may be more weighty than his reasons for offering it. Indeed the latter seems rather preposterous, which Burke once defined as "getting the cart before the horse." The Senator could hardly expect to have an official inspector at every station in his state, without which the conditions of which he complains could not be corrected. And the Senator's notion that prohibition of mixing would increase the price of grain to the grower is, of course, a fallacy that only the excitable reporter has failed to comprehend.

National inspection must have some other *raison d'etre* to merit consideration. And unless there can be assurance that it will be more reliable than state inspection, a change is hardly to be desired. The truth is, the public expect too much of "the government," to which something in the nature of superhuman power and extra-human prescience is often attributed, whereas it is a very human machine, indeed. State inspection has signally failed to satisfy those who most clamored for it—the farmers.

In short, the change from the inspection of the exchange to that of the state seems everywhere to have acted as a boomerang to bruise the hand that made it; whereas the least complaint is heard from markets where exchange inspection still obtains to the exclusion of that of the state.

Still, if we must have government inspection in place of that of the exchange—which is really the logical system—we are inclined to think that federal inspection, with the men under civil service rules, would be more welcome than additions to the state inspection systems.

### PUTS AND CALLS.

The appearance at Springfield of a bill to repeal the law penalizing deals in puts and calls in Illinois has drawn attention to that species of trading. The present prohibition is doubtless a part of that species of legislation of doubtful quality, so popular with the country members, which would outlaw all trading in grain and provisions for future delivery.

Puts and calls are *sui generis*, of course, and their utility to the trade as a form of insurance on other trades, obtainable in no other way with so much ease and satisfaction, will commend them to traders. But, on the other hand, the attractions they offer to mere speculators have always given them a bad name, especially with outsiders who do not understand their actual usefulness to the regular trade.

### A TEA-POT TEMPEST.

A row over the distribution of cars between D. H. Curry & Co. of Mason City and two other stations on the I. C. road in Illinois and a rival elevator run by the farmers, neither of which parties or elevators are or were members of the Illinois Grain Dealers' Association, has subjected that body to much unfair criticism by the press, the severity of whose strictures has been in inverse ratio to the accuracy of their information. Curry & Co. made complaint to the Railroad and Warehouse Commission of unfairness by the I. C. road, which, they said, gave the farmers more cars than it gave Curry & Co.; whereupon the Commission, with that superior wisdom which has characterized the Yates administration thus far, subpoenaed a large number of witnesses and proceeded to try, not the I. C. road against whom the complaint was lodged, but the Illinois Grain Dealers' Association, a party not in interest, directly or indirectly, for conspiracy to drive the independent elevators out of business! Truly our old friend Dogberry will have to look to his honors!

The attorney of the Illinois Association very properly protested against the introduction of any evidence reflecting on that body. It was in no way responsible for the acts of Curry & Co. in the fight they are carrying on against a rival, whether their complaint was made in good faith or bad; and the substitution of the Illinois Association as defendant in place of the Illinois Central road was as unjust as it was unwarranted and arbitrary.

The testimony did, indeed, show that Curry & Co. had written to their commission men in Chicago informing them that if they did business for the farmers they could not do it for Curry & Co., but as Curry & Co. have had no affiliation with any association, it is impossible to see



how the Illinois Grain Dealers' Association can be held responsible for their acts or their views of business ethics.

By arbitrarily forcing the Association into a defense, however, the Commission secured the statement from W. H. Suffern that he had been advised not to buy grain of the independents; and an effort was made to show that A. W. Lloyd, late agent of the Association named, had officially issued threatening letters of that nature to certain receivers. The officers of the Association, on the other hand, positively disavowed any such action by Mr. Lloyd as unauthorized, and denied that the Association exists for other than legitimate purposes.

The whole enquiry, as far as it affected the Illinois Association, was an unwarranted exercise of arbitrary power, and it would have been thrown out of a court of record summarily. But if it was allowable to try the Association on any warrant, the Association was entitled to a hearing aside and apart from any washing of dirty linen by Curry & Co. and their competitors. The charge that has since been made in the press on the basis of this hearing is, therefore, a libel on the Association, which in the case of an individual would be actionable.

#### PRICE OF BURNED GRAIN.

The dispute between the owners of grain in the Northern Central Railroad at Baltimore, which burned on December 31, 1902, and the agents of the insuring companies over the price to be paid for the insured grain revives an old question which many people "out west," where elevator fires are perhaps more numerous than they are "down east," had supposed to be settled.

The insurance man offered to pay the amounts of insurance as determined by the price of grain at the close of the Chamber of Commerce business on December 31. But the grain owners stood out for a higher price, which they subsequently agreed, we believe, to accept.

The insurance men were no doubt right in their contention that the law would allow the insured no more than this. At any rate, decisions of the courts have been made as long as fifteen to eighteen years ago that the maximum of insurance cannot exceed the value of the insured property on the day it was destroyed. If the insured can always get this sum without a lawsuit, it is difficult to see how he can have cause for complaint, especially when, as in this case, the insured has himself had the privilege of establishing the value of the property.

#### RECIPROCAL DEMURRAGE.

In some of the legislatures bills have been introduced to make car demurrage reciprocal. This is, of course, theoretically fair. The common carrier is bound to carry all commodities offered for transportation; and the law contemplates responsibility in damages for neglect to do so. But a reciprocal demurrage act would be a new step, we believe, and perhaps a doubtful one.

When freight is abundant and cars are scarce, the roads are quite as anxious as the shippers to keep them in use; and probably no demurrage liability by the road would hasten the supply.

But a specific demurrage fee of say \$3 per day, as contemplated by a bill in the Illinois legislature, might be a real damage to the shipper. If the shipper is actually damaged, he should be able to recover the full amount that he can prove he has been damaged upon a proper action at law, and such loss, if worth a suit at all, would probably be much greater than any demurrage fee represents, which would no doubt be fixed at a nominal sum per diem, about equivalent to what the roads themselves charge up to dilatory receivers.

Laws do not execute themselves; nor will legal damages collect themselves. If, then, a shipper is suing for damages, the law ought not to limit, as a demurrage law would, the amount the injured party is justly entitled to recover.

#### CAR FAMINE.

There is nothing new that can be said of the car famine, which is threatening a real grain famine in the Atlantic Coast states from Maine to Alabama, from all portions of which territory complaint comes of scarcity of grain for feed and milling purposes, as well as disorganizing the business in the West. Worst of all, there appears no sign of relief before navigation opens. Apropos this situation, then, the E. A. Grubbs Grain Co. make these suggestions, which are worth reading twice:

As most elevators are unable to receive grain now, we believe it will be unwise to allow your customers to commence hauling soon as you receive a car. You have them stopped now; and it will be easier to keep them from hauling than to stop them again. Even if the embargo is raised, the railroads cannot give all relief at once. More than that, most banks are carrying all they can now. They have accommodated their customers, believing the embargo would only last a few days; and they as well as the railroads must be considered. More than this: if all the grain could be moved at once, it would have a tendency to depress prices; and you would likely suffer loss on grain unsold, as well as put the price down to the farmer. It now looks as if the shipping demand for corn will continue good, and moderate receipts will likely hold prices steady, and the farmer is the one who can hold the grain without a hardship. If the dealers work together they can handle the situation in such a manner that it will not be a burden to any.

#### THE ELKINS BILL.

To the surprise of the shipping public, who had been led by a remark of Interstate Commissioner Prouty to expect no action by congress, the senate committee on interstate commerce reported unanimously in favor of the passage of the Elkins bill, which was, on February 3, passed by the senate without objection or discussion. And Walter Wellman states on authority that the bill, substantially as it came from the senate, will be passed by the house. It will of course be signed by the President, as a part of the anti-trust legislation he has so persistently urged upon congress.

The bill, which has been drawn with the assistance of Attorney General Knox, contains the provisions of the Knox anti-trust bill for the punishment of those who receive, as well as those who give, rebates; provides for the punishment of corporations by fine, instead of imprisonment of the officials, and also for injunctions to prevent discriminations.

The bill, in short, aims to give vital force to the original interstate commerce law, and has the merit of separating interstate commerce from general trust legislation. It also omits any reference to pooling and fixing of rates, questions on which, unfortunately, the members of the commission were unable to agree among themselves. It is not all that could be desired but it is a good deal more than was expected of the congress. Let us then be thankful.

#### OREGON COURT ON BAILMENTS.

The Oregon Supreme Court has affirmed a judgment of a lower court which convicted a warehouseman in that state of "larceny by bailee" and sentenced him to two years in the state prison. The decision printed in the Oregonian devotes the greater length to a discussion of technicalities of the statutory law, but as to the main point at issue says:

The wheat having been delivered to, and accepted by, the defendant constituted a bailment, and any exercise of dominion over it by him, inconsistent with the claim of the owner, amounted to a conversion of the grain. The testimony having disclosed that the defendant, instead of returning the wheat, in compliance with the terms of the agreement, shipped it away, thereby necessarily negatives any permission secured from the owner to take it.

The crime of which the defendant was found guilty was not, however, conversion by a warehouseman, but larceny by bailee. An attempt was made to arrest judgment on the point that the defendant and the prosecuting witness sustained the relations of warehouseman and depositor of wheat; but the court ruled that the defendant, although a warehouseman, not having issued to the witness the form of warehouse receipt required by the warehouse law, cannot rely for his defense in a criminal action upon the privileges of the warehouse law which he had failed to comply with in his business transactions with the complaining witness.

The warehouse receipt required by law must bear date of issue, a statement from whom the grain is received, the amount and the condition, as well as the conditions upon which it is stored; but the receipt actually issued in this case was defective in details, making the legal transaction amount to a bailment. The distinction is a nice one, but it seems to be an important one to remember nevertheless.

#### JOLLYING THE FARMER.

Orange Judd Farmer, which combines with much sound sense an astonishing proportion of nonsense, speaks of the National Society of Equity of Indianapolis as "the latest tangible effort toward widespread cooperation among farmers." It may be; but usually all "touches" of that kind are remembered in after days with chagrin rather than satisfaction by the victims who happily recover their good sense, tho' at the expense of their purses. "Squaring the circle" isn't a circumstance, as a problem, compared with getting farmers organized—and to stay organized—to "fix prices"; and the Farmer ought not to encourage moonshine schemes of that sort. It isn't fair to its readers. It's worse than publishing fake advertisements, which the Farmer so much deprecates.



## EDITORIAL MENTION

Did you get your car this month?

Mr. Armour has set the boys guessing. Was his latest wheat deal planned as a gigantic scalp, or what?

Secretary Stibbens's paper on "Overdrafts," etc., is a hint that some people ought to haul down the "God Bless Our Home" and give the "Golden Rule" a chance.

Ed. Culver of Toledo has been reappointed inspector for another year by the Produce Exchange. Toledo doesn't have to be shown a good thing more than once.

The sixth annual meeting of the Kansas Grain Dealers' Association will be held at Kansas City on March 24 and 25. Invitations are extended to members of other associations.

Cannot the farmers be induced to stop winter-shelling? Corn is seldom in condition to shell and bin before May, and is almost certain to grade No. 3 or worse at all times until after the germinating season.

A central Illinois paper has started the story that the grain elevator at Kenney, built in 1873, is the "oldest in the state." Bless us! but if it's only 30 years old it's an infant compared with some we might name on the old I. and M. canal.

The Winnipeg Board of Trade has adopted resolutions urging the Dominion Parliament to make no more donations of any sort to railways; but recommends that the government itself proceed to develop its own system of railways by extensions of the International Railway to Lake Superior.

The suggestion has been made that the Maritime Exchange, the Board of Trade and the Mechanics', Dealers' and Lumbermen's Exchange of New Orleans be merged. This would at least abolish the double-headed grain inspection which has given that market so queer an aspect for some months past.

The Grain Dealers' Union will hold two meetings in Missouri during the present week, the first at the Labinnah Club, Hannibal, at 1:30 p. m., February 16, headquarters at Union Depot Hotel, and the other at the Ringo Hotel, Mexico, at 1:30 p. m., the 17th. These are important organization meetings which should be well attended.

A bill has been introduced into the Wisconsin legislature to revive Superior inspection of grain, which ought to transfer that somewhat tiresome matter to Madison. No doubt the law will be made—such laws always are put on the books, and then we shall see what we shall see. Probably this will be that the Wisconsin inspection at Superior will prove one of those dumb-fool things that newspapers are always howling

for without knowing just what they want or why they want it.

The car famine has had the result of filling the country banks with about all the grain paper most of them care to carry. There seems no trouble to get accommodations; but dealers who have full houses should discourage more contracts for the time being that require further loans. Let the other fellow do the borrowing for a while.

A Superior paper stops in its mad rush after Wisconsin-Dakota grain inspection to welcome to the city, as "a big grain firm," with the "greatest private wire system in the world," the most notorious bucket-shop concern in the Northwest. Superior grain men of the real sort ought to ask police protection from their self-constituted friends.

Senator Torson of St. James, Minn., has introduced in the Minnesota legislature a bill for a law declaring all market quotations public property. Now let a senator introduce a bill legalizing the sale of "gold bricks," the lottery, the faro bank and policy shop, and he will be consistent and make other sporty gents as happy as he has the bucket-shop skindicates.

Secretary Wilson has sent a letter to Congress in which he opposes the transfer of the statistical bureau to the proposed department of commerce, that is to say, to the census bureau. The mess made by the latter bureau of its agriculture statistics for 1899 ought to be sufficient to warn Congress from dumping any work in upon it that could be done elsewhere.

The German farmers ought now to be contented. They have secured a tariff law that gives them protection to the amount of 58c a bushel on wheat and \$4 per barrel on flour, and but a fraction less on other cereals, including corn. But this is not the end, as already Austria-Hungary is preparing to get even by duties that will make German exporters squirm.

Even the New York Produce Exchange directory has declared war on the bucket-shop and has prepared a rule to be voted on on the 19th making it an offense involving expulsion for members to be connected with such business directory or indirectly in any capacity. New York may be rapid, but the delay in arriving at this view of bucketshopping creates the impression that some of her business ideas seem to come in with a grain consignment 60 days out from Chicago.

It is now feared, and, indeed, expected, that legislation looking to the enlargement of Erie canal will fail in the present New York legislature. The larger cities of the state, which are located on the canal and were created by it, are to a unit in favor of the \$80,000,000 expenditure for the enlargement; but the farmers, who would pay but a fraction of this sum in any event, are as unanimous in opposition to it. A stranger should not meddle with family affairs, but it does seem as though the farmers of New York are rather selfish. They owe the canal at least \$10,000,000, which it has earned net in the past. Moreover, having

grabbed a large part of the license taxes paid by the cities to reduce their own local taxation, the farmers ought now to play fair on the canal question; but they don't seem to be "built that way."

Nearly 350 students were present at the corn judging school at Ames, Ia., in January. They came from all parts of the West and even from Mexico and Canada. Undoubtedly these winter schools must have an enormous influence on the future quality of American corn; but apparently unless the track inspectors can be induced to attend the schools, the world will never be able to find it out.

In a little Indiana town there is a mill of most mysterious mien. Its business is to pulverize corn cobs which are hauled into town by the train load, and shipped out in bags as "Corona." What "Corona" is used for is a deep mystery to the guileless townspeople, who suspect that it may be a new sort of health food or muscle builder, or mayhap is used by the brewers to give that "nutty flavor" to the pure malt beer of this era. But it does not seem to have occurred to them to look for it in the "feed box."

These are the times that test the quality of your elevator construction. Fortunately, most of the barn-builder houses seem to have gone down in previous attempts to hold more corn than they were built to carry; and elevator breaks have been far less numerous this season than ever under like circumstances. It pays to build right—to get an architect and engineer to make your plans and to build according to those plans. Then you can go home easy at night and expect to see the building and its grain in place next morning, even if the house is carrying a full load.

The latest is the "National Society of Equity or North America," incorporated at Indianapolis on December 24 as the nucleus of an organization of the "millions engaged in agriculture." The society will have "a complete system of crop reporting" (patented?); and "knowing the amount of crops produced, the consumption from past experience, equitable minimum prices will be fixed by the directors of the national body and reported at once to all parts of the country; once fixed, the price will rule on that crop for the year." If this doesn't put the Butler and Hanley noses out of joint, what will?

The uproar of the collapse of a \$2,000,000 horse race pool at New Orleans and the pinching of a get-rich-quick concern in New York City by Uncle Sam has somewhat diverted public attention from the late Cleage blind pool at St. Louis, except in various sporty locations in Ohio. Although the pool was advertised quite extensively as having "won" not less than \$300,000 in the December corn deal, it is estimated that at least 2,000 members of the pool in Ohio towns are wondering why they fail to get certified checks for their share of the winnings. At Bellefontaine alone the contributions to the pool are estimated to have reached \$50,000 to \$100,000; but the expectants there have been notified that the "campaign" was a total failure—the entire capital sunk. The music of



the numerous brass bands Mr. Cleage has in his time exploited and led is as nothing compared with the fanfare any mention of the "pool" creates in Bellefontaine; and the refrain is heard all over Ohio.

C. C. Christie, the big bucket-shopper of Kansas City, has at last been indicted for non-payment of the bucket-shop transactions tax of the War Revenue Law. As it is now some four years or more since that tax became operative, and many months since it was wholly repealed, isn't this action a little subsequent? Is Kansas City always as slow as this?

Brer Carr, the farmers' friend, and several other kinds of distinguished philanthropist, with a commission business attached, is credited by a Chicago paper with Johnny-Morganatic intentions apropos the numerous farmers elevators, farmers' national coöperative movement, et cetera. His \$50,000,000 Coöperative Association of South Dakota contains so much superheated atmosphere that one had thought it long since gone out of sight; but a few atoms thereof appear to have been condensed in the vicinity of Broadlands, Ill., where a "branch" has been organized.

An arbitrated controversy over a car of oats at Cincinnati between Braun & Kipp and Collins & Co. turned on the question of what was an "official weigher," in Cincinnati, his weights to govern according to this contract of sale. The oats were actually weighed at Westwood by a weigher who was not an official of the Chamber of Commerce, and Collins & Co. declined to accept the weights as "official." The committee finally decided that the Westwood weigher's certificate was not "official," thus establishing the precedent that an "official" weigher for Cincinnati must be an authorized official of the Chamber of Commerce.

The Labor Commissioner of Nebraska, from whose office the state crop estimates are issued, in discussing in his biennial report the conflict of results obtained by the various methods of enquiry, says: "The last figures [of the state auditor's report on acreages], taken from a report of the Nebraska Grain Dealers' Association, would seem to combat the idea advanced in certain quarters that the grain merchants are always bent on giving out statements misrepresenting the facts concerning the production of our principal crops." This is a bit of justice that few politicians would be able to render ordinarily. Shake, Mr. Commissioner.

There is a three-cornered fight on for the appointment as grain inspector of Kansas. However, B. J. Northrup, present inspector, and John Radford, both from Wyandotte County, are the real principals, with D. R. Gorden of Abilene as the dark-horse. Although this is a business office pure and simple, the merits of the opposing candidates seem to be simmered down to a question of the relative amount of strength each would add to the republican party of the state if appointed. As to this, and, indeed, their actual merits as inspectors, this deponent sayeth not; but we notice that the Southwestern Grain Dealers' Journal is jump-

ing on Mr. Northrup with both feet and a brick in each pocket. He is accused of being arbitrary, of being the sole maker and arbiter of the grading rules which he has promulgated in form disapproved by the grain men called by himself into consultation when making them, etc. Of these things we have no personal knowledge, and allude to the affair merely as a biennial episode in the trade in Kansas illustrating the advantage of politics in the inspection department as a means of keeping up the excitement.

The receivers in the South are not the only dealers who claim rebates for grain out of condition or who turn down cars on arrival. At the Fort Wayne meeting, reported in brief on another page, it appeared that the trouble is becoming very serious to shippers from that territory eastward. The discouraging thing is that no practicable way appears to put a stop to the loss. The absence of inspectors at delivery points, who are the official arbiters of such disputes, makes settlement very difficult, especially at a time like the present when grain is unreasonably delayed in transit, while the absence of public sales and scales puts the shipper at the mercy of the interior towns and unscrupulous dealers. The association named passed the problem on to the National Association, where indeed it properly belongs, as it involves a problem of widespread interest.

This is the kind of advice the E. A. Grubbs Grain Company sends out from Cincinnati, O., to their customers; it will bear repeating. "Do you want to make money—good clean money—money you can enjoy? If so, work in harmony with your competitor. Pay the farmer all his grain is legitimately worth, and grade it where it belongs. Don't pay the same for poor grain that you do for good, expecting to mix it in and get full price for it. If you do, you encourage poor farming. Don't pay more than the grain is worth. If shipped out without profit, it is like time forever gone. Urge your farmers to sow white oats, and either plant all white corn, or all yellow. Get them to stop planting mixed corn and sowing mixed oats. And, by the way, it is time everyone was looking after seed corn. Much of this corn may not grow, and it is time tests were made."

The man the world delights nowadays to honor is the man who does things. In this class of men who are known by their fruits must stand Sec'y F. D. Coburn of the Kansas Agricultural Board, who has lately added to his former list of successful public documents his thirteenth annual report, a volume of 1,140 pages, not one of which his best friend could wish suppressed. "Documents" are usually dry-as-dust stuff; but here is a report that is as full of life as a cricket and as crammed with meat as a sausage. Aside from the inevitable statistics, we have no less than four of the secretary's unique monographs (on "Short Horn Cattle," "Hereford Cattle," "Polled Cattle," and "Kansas Wheat Growing"), each of which is exhaustive of its subject; together with a large number of timely papers, addresses, etc., on farming topics of a wide range. The report is in form like the Agricultural Department's

"Year Book," and not only stands comparison with that volume, but suggests that the "Year Book" has been improved upon if anything. It is indeed an ideal report, one that any man might be proud of, and suggests the thought that when Sec'y Wilson retires from Washington it will be an easy matter to find a successor big enough to occupy even a greater chair than Mr. Wilson's.

The reinspection nuisance at Kansas City has aroused not only the Kansas dealers but those of Nebraska also, who have felt it necessary to send a committee to that market to try to get relief. Of course, the congestion of railway traffic is at the bottom of this serious trouble; but the astonishing part of the matter is the apparent indifference of the Kansas City Board of Trade to the gravity of a situation, the losses resulting from which are made to fall upon the shipper only. The wording of the reconsignment rule, as it now stands, relieves the buyer from all such responsibility as would spur him on to due diligence to secure prompt delivery to himself, and leaves the shipper to stand all the loss or fight the railroads to recover it. This is grossly unfair, and no market ought to continue a rule that works such injustice. As the annual meeting of the Kansas association will be held in Kansas City in March, the Board ought then to get a flea in the ear that will stir it up to some different kind of action than merely the writing of formal letters of "We regret," etc.

Many country towns in Illinois, Nebraska and the Northwest are now engaged in the venturesome work of building farmers' elevators. The business has assumed a more or less epidemic character. In some places the complaint is even more malignant than the mumps or the measles. The good luck of such companies as the Kenyon Farmers' Elevator in Minnesota, which for 1902 paid a 50 per cent dividend as for 1901, and the coöperative elevators at Northfield and Zumbrota, Minn., which paid 10 per cent each, and a few others in various parts of the country which somehow failed to "bust," is as catching as was Cleage's blind pool in December. Our news columns give considerable information on the subject generally, which is encouraging to neither the rational farmer nor the elevator man; because while the movement is, perhaps, an indication of friction that ought not to exist, there seldom appears behind it anything like good business sense. The new houses are "fighters." They start out by quarreling with their neighbors and even with themselves; and instead of proceeding, as good business men would, to make money directly to divide among the shareholders, they for the most part adopt the piratical method and aim to destroy all profit in the business for both themselves and their neighbors. It is, therefore, a safe prediction that all companies conducting their business in that way will fail, sooner or later, only to leave the grain buying business of individuals prostrate also. Success in a business whose direct purpose is the destruction of profit is unthinkable to a sound mind. But, then, most farmers' elevator companies are not projected or managed by sound minds.



## TRADE NOTES

C. A. Burks, the elevator broker of Decatur, Ill., has established a record by selling twelve elevators within the past nine weeks.

Plans are under way for the enlargement of the plant of the J. Thompson & Sons Manufacturing Company, makers of gas engines, etc., at Beloit, Wis.

A. C. Barbeau, secretary of the S. Howes Company, of Silver Creek, N. Y., is visiting the Pacific Coast cities in the interest of "Eureka" grain cleaning machinery.

H. A. Nieding, with The Wolf Company of Chambersburg, Pa., has removed from Salisbury, N. C., to Vermillion, Ohio, and will represent the company in Indiana and Ohio.

The N. P. Bowsher Company of South Bend, Ind., is working its factory to the fullest capacity. The company is finding the feed mill trade heavier than usual at this season of the year.

The Chicago Grain Machine Company has been incorporated under the laws of New Jersey with a capital stock of \$250,000. The incorporators are John R. McGurran, Frank D. Wulff and Henry Wulff.

C. J. Groat has been appointed Pacific Coast representative for the Nordyke & Marmon Company of Indianapolis, Ind. Mr. Groat, who is well known in the territory, will make his headquarters at Portland, Ore.

Sprout, Waldron & Co. of Muncy, Pa., are sending out an attractive pamphlet entitled "What Our Customers Say." The little book contains the opinions of a great many users of the Standard French Burr Mills made by the company.

Mr. Murle, the foreman of the Canadian Pacific elevators at Ft. William, Ont., says the new working house of Elevator D, erected by the Barnett & Record Co. of Minneapolis, is one of the most modern plants on the continent.

Bismark Tucker, who formerly represented the Marseilles Manufacturing Company of Marseilles, Ill., in Iowa, has been transferred to Indiana, and will have charge of the business in the latter state, making his headquarters at Indianapolis.

Funsten Bros. & Co. of St. Louis are distributing a calendar that combines beauty with extreme novelty. It is a hanger, 19½x13½, printed to imitate the popular art of pyrography, and has a center panel showing a classically draped female figure. The two outer panels contain the months.

The Moore & Lorenz Company of Chicago, Ill., has been experiencing a good demand for its safety cut-off and alarm machines. The machine, which prevents chokes in elevator legs, thus saving the elevator from friction fires, also saves belts, cups and the time of employees. Every elevator should be equipped with these little devices.

H. L. Day of Minneapolis, who manufactures dust collecting systems for elevators and other plants, is sending out a handsome calendar entitled "The Country Postoffice." The feature of the calendar is a reproduction in colors of the painting, "The Country Postoffice," by Abbott Graves of Boston. This work of art touches a responsive chord in the hearts of many of the older generation. It shows the interior of a country store of twenty-five to fifty years ago, with the postoffice in one corner and a group of loungers, whittlers and story tellers about the stove.

The Jeffrey Manufacturing Company of Columbus, Ohio, is sending out Catalogue No. 75, showing the workings of the "Barney Brick Convey" and giving details of the construction of the system. The book is 6x9, with an appropriate cover, and contains 32 pages. While it is devoted principally to the brick conveying machinery, it also contains a number of illustrations showing the elevating and conveying machinery made by this company for use in elevators and mills. The company also publishes a

number of other catalogues, several of which are devoted exclusively to grain handling machinery. These will be sent to interested parties upon request.

The Joseph Dixon Crucible Company are manufacturing a special pencil for car inspectors that is said by car inspectors who have used it to be in every way suitable. Among the latest Dixon literature is a "Souvenir of An Inspection Trip Made by the American Society of Civil Engineers to the New Terminal of the North German Lloyd Steamship Company" and "A Toot for Dixon's Graphite."

The Kay-Pim Manufacturing Company of St. Louis has issued its initial catalogue and price list in the shape of a 96 page booklet, 7¼x5½, printed on a fine quality of book paper. The cover is printed on robbin's egg blue cover paper, the back page containing a bird's eye view of the company's plant. The book illustrates and quotes prices on the extensive line of power machinery made by the company.

Anyone that uses a pocket memorandum book will appreciate the one that J. F. Zahm & Co. of Toledo, Ohio, are sending to their friends. It is a handsome leather bound affair and in addition to a complete diary for the year 1903, has colored maps of the United States and its island possessions, tables of weights and measures, rules for calculating speeds of pulleys, strength of belts, interest laws and statutes of limitations, as well as any amount of miscellaneous information of the kind every business man likes to be able to put his hand on when occasion requires.

On February 1, 1903, The Wolf Company of Chambersburg, Pa., opened a suite of offices at No. 804 in the new Pennsylvania building at Fifteenth and Chestnut streets, Philadelphia, Pa., the manager of which will pay special attention to the export business, also trade in the New England states, New York, New Jersey, Delaware and a portion of Pennsylvania and Maryland. The object in opening this office is to pay more attention to the trade in that territory and to be in closer touch with customers throughout that section. The company will be in position to make plans and estimates on short notice for power transmitting, flour mill and grain handling machinery, turbine wheels and machinery for special purposes. With improved facilities for manufacturing, and extensive additions and equipment to the already large factory, the company is in position to give the trade more prompt and more efficient service than in the past. The new office will be under the management of our Mr. Jas. J. Pollard, who is thoroughly familiar with all details of Wolf machinery, and he will be assisted by Mr. W. M. Nissley. The company extends a cordial invitation to all old customers, and all prospective customers, to make the office their headquarters while in Philadelphia, and assures them a most hearty welcome. All inquiries will receive prompt and careful attention, and prospective purchasers will find it to their interests to inspect the company's line before placing their orders.

### TIME FOR DELIVERIES.

The rules committee of the Chicago Board of Trade has the following proposed amendment to rule xxii. of the Rules and requests that it receive the recommendation of the Board of Directors:

Section 16. Excluding the date of sale, the time of shipment on property sold for shipment, shall be reckoned from the date of receiving full shipping directions, and shall not include Sundays or legal holidays at point of shipment.

The term "immediate shipment" shall mean three (3) business days.

The term "quick shipment" shall mean five (5) business days.

The term "prompt shipment" shall mean ten (10) business days.

Nothing, however in this rule shall be construed as prohibiting special agreements.

Free fights to get possession of empties as they arrive at C. N. Ry. elevators in Manitoba are not uncommon.

### NEW TYPE OF MARKET LETTER.

The Nash-Wright Company has started a new type of market letter, entitled "Letters to George from his Uncle Bob," of which the following is the first and a good sample of what may be expected. Others will follow at regular intervals. Uncle Bob says under date Chicago, February 10, 1903:

Dear George: So you have at last secured a location. I am glad to see you well started in the country grain business, and I feel sure that you will make a success of it. Although I have been at this end of the grain trade for a good many years, I have always had a "hankering" to get back to the country elevator where I started, and I intend, therefore, to take a considerable interest in you, and amuse myself by writing you occasionally reflections born of experience and reminiscences which may or may not be interesting or useful to you. Failures are pretty numerous in the ranks of the country grain-buyers and the country live-stock buyers. I don't say this to discourage you, I mention it merely because there is a reason for these numerous failures. That reason is generally to be found in the personality of the men who engage in these lines of business.

I don't know anything about the live-stock business, and I guess you know enough about it to let it alone, so we won't talk about it here.

Many a farmer's son who returns from a six months' attendance at a one-horse business college with a profound knowledge of commercial affairs and a sublime confidence in his own ability, looks about him to see what particular business he will choose, in order to show to admiring relatives and astonished friends that he is as full of commercial ability and original methods as an egg is full of meat. He probably chooses live stock buying because he doesn't like to milk, or grain buying because he has a weak back, hates to husk or to handle a pitchfork, persuades his dotting papa to put up the funds, and—there is one of the reasons. By the time he really knows anything about the business his money is all gone and papa decides that perhaps conditions were unfavorable, but at any rate the boy had best come back to the farm where his original ideas and commercial knowledge can't cost so much. Those who really make successes are fellows like yourself, who have energy, industry and a good share of common sense, in addition to a quality of brains better than the average. Your case, therefore, will be different. You have invested money that for the most part you have made yourself, so you know what it is worth. It is awfully easy to be generous with other people's money.

I don't think you will try to hog the whole grain business of your section, or that you will believe all that you will be told about your competitor and his bids. I don't think that you will let your market ideas run away with your judgment in buying grain.

We, at one time, had as a customer W. L. Simmons, of Sandwich, Ill. Simmons was a hard-headed, thrifty old Yankee. We would receive bills of lading from him each morning and not oftener than once a month would he write us a letter. Across the top of the letter would invariably be written "A grain man what is a Bull is a bad egg"—his way of saying that the secret of success in the grain business is in "buying right." Pretty terse and pretty true.

You say that your elevator is now pretty well filled with shelled corn, and that you can't get cars. It seems that the railroads, both eastern and western, haven't half enough cars to handle the business offered and they haven't half enough engines to haul the cars they have. This may not be very consoling to you, but it is the ghastly truth.

If I were you I would dodge this winter-shelled corn proposition. Wouldn't buy it except at a lower price than you will pay for ear corn. Ear corn will keep and this winter-shelled corn won't, and I can't see any immediate prospect of a plentitude of cars. So I would fight shy of the winter-shelled corn, get it out as quickly as possible, and pray for cold weather.

A great many people here are talking higher prices for corn and oats, and I wouldn't be surprised if they were right. You must remember, however, that they base their opinion more on the scarcity of contract grades in May than on any scarcity of supplies.

I never did care to buy stuff on the theory that someone else would "bull" the market.

The car question is of prime importance and the market movements and possibilities are contingent largely on the solution of the transportation problem. Altogether, it is an abnormal condition, and advances in prices made under such conditions are not healthy. The old law of supply and demand will ultimately rule, but whether it will be in evidence this week, this month, or next May, is more than I can tell. Your guess is as good as mine.

In the meantime you will be a heap safer if you keep near the shore.

Your devoted,

UNCLE BOB.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb. 7, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	315,000	1,190,000	113,000	119,000	
Boston	1,025,000	213,000	10,000		
Buffalo	2,929,000		88,000	72,000	633,000
do. afloat	200,000				
Chicago	7,289,000	2,807,000	535,000	333,000	1,000
do. afloat	295,000	170,000	307,000		
Detroit	551,000	32,000	67,000	76,000	59,000
do. afloat					
Duluth	1,196,000	1,000	590,000	63,000	368,000
do. afloat					
Fort Williams	3,217,000				
do. afloat					
Galveston	615,000	372,000			
do. afloat					
Indianapolis	288,000	168,000	16,000	1,000	
Kansas City	1,036,000	513,000	124,000		
Milwaukee	609,000	44,000	360,000	24,000	279,000
do. afloat					
Minneapolis	15,397,000	99,000	1,123,000	97,000	131,000
Montreal	55,000	39,000	91,000	4,000	73,000
New Orleans	708,000	815,000			
do. afloat					
New York	2,837,000	475,000	463,000	31,000	218,000
do. afloat					47,000
Peoria	813,000	438,000	320,000	67,000	
Philadelphia	60,000	299,000	105,000	2,000	
Port Arthur	205,000				
do. afloat					
St. Louis	3,766,000	693,000	91,000	21,000	4,000
do. afloat	37,000	220,000			
Toledo	1,018,000	810,000	317,000	16,000	
do. afloat					
Toronto	29,000		5,000		
On Canal					
On Lakes					
On Miss. River		106,000			
Grand Total	48,429,000	9,510,000	4,725,000	929,000	2,116,000
Corresponding date 1902	56,566,000	11,580,000	4,416,000	2,355,000	1,895,000
Weekly Inc.	1,220,000	685,000			
Weekly Dec.	18,000		67,000		201,000

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 31 weeks ending Feb. 2, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902-3.	1901-2.
St. Louis	27,111,000	14,906,000
Toledo	11,766,000	6,082,000
Detroit	2,992,000	2,264,000
Kansas City	21,629,000	16,568,000
Winter	63,498,000	39,760,000
Chicago	31,491,000	38,904,000
Milwaukee	6,075,000	8,265,000
Minneapolis	67,604,000	65,235,000
Duluth	32,236,000	36,429,000
Spring	137,406,000	148,833,000
Total bus., 31 weeks	200,904,000	188,593,000

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Feb. 12, has been as follows:

JANUARY	NO. 2* R.W. WHT		NO. 1* S.P. WHT		CORN, NO. 2		ST. OATS		NO. 2 R.YE.		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	72	72 1/4	72	73 1/4	45 1/2	45 3/4	35	35 1/2	51 1/2	51 1/4		
13	72	72 1/4	72	73 1/4	47	47 1/2	35 1/2	35 3/4				
14	72 1/4	73 1/4	73 1/4	74	47 1/2	47 3/4	35	35 1/2		1.21	1.24	
15	73	74	73 1/4	74 1/4	48 1/2	48 3/4	36 1/4	36 1/2				
16	72 3/4	74 1/4	74	75	47	47 1/2	36	36 1/4	52	52		
17	74	75 1/4	74 1/4	75 1/4	46 1/2	46 3/4	35 1/2	35 3/4	49 1/2	49 1/4		
18	74 1/2	75 3/4	74 1/2	75 3/4	46 1/2	46 3/4	35 1/2	35 3/4	52 1/2	52 1/4		
19	75	75 3/4			47 1/2	47 3/4	35 1/2	35 3/4				
20	76 1/2	77	76 1/2	77 1/2	47 1/2	47 3/4	35 1/2	35 3/4				
21	77	77 1/2	77 1/2	78 1/2	47 1/2	47 3/4	35	35				
22	77 1/2	78 1/2	77 1/2	78 1/2	46 1/2	46 3/4	35 1/2	35 3/4				
23	77 1/2	78 1/2	77 1/2	78 1/2	46 1/2	46 3/4	35 1/2	35 3/4				
24	76 1/2	78 1/2	77 1/2	78 1/2	46 1/2	46 3/4	35 1/2	35 3/4				
25												
26	77 1/2	78 1/2	78	79 1/2	45 1/2	45 3/4	35	35 1/2	50	50		
27	75	77 1/2	75 1/2	78 1/2	45 1/2	45 3/4						
28	73 1/2	75	74 1/2	75 1/2	45 1/2	45 3/4	34 1/2	35				
29	73 1/2	74 1/2	74 1/2	75 1/2	45	45 1/2	34 1/2	35	51 1/2	51 1/4		
30	74	74 1/2	74	75 1/2	45 1/2	45 3/4	35	35				
31	73 1/2	74 1/2	74	74 1/2	43 1/2	43 3/4	35 1/2	34 1/2				
Feb.—												
1	73 1/2	74 1/2	74 1/2	75	43	43 1/2	31 1/2	35 1/2				
2	74 1/2	75 1/2	74 1/2	76	43	43 1/2	34	34 1/2	51	51 1/2		
3	74 1/2	75 1/2	75 1/2	76	44	44 1/2	35 1/2	35 1/2	51 1/2	51 1/4	1.22	1.22
4	75 1/2	76	75 1/2	76 1/2	43 1/2	43 3/4	35 1/2	35 1/2				
5	75 1/2	76	75 1/2	76 1/2	43 1/2	43 3/4	35 1/2	35 1/2				
6	75 1/2	76	75 1/2	76 1/2	43 1/2	43 3/4	35 1/2	35 1/2				
7	75 1/2	76 1/2	75 1/2	76 1/2	43 1/2	43 3/4	35 1/2	35 1/2				
8												
9	75 1/2	76 1/2	76	77	43 1/2	43 3/4	36	36 1/2	52 1/2	52 1/4		
10	75 1/2	76	75 1/2	76 1/2	44	44 1/2	36 1/2	37	52	52 1/2		
11	75	75 1/2	75 1/2	76	43 1/2	43 3/4	36 1/2	37				

\*Nominal price.

During the week ending January 16, Prime Contract Timothy Seed sold at \$4.25 per cental; Prime Contract Clover Seed at \$11.20@11.30; Hungarian at \$1.25@1.60; German Millet at \$1.00@1.25; Buckwheat at \$1.30@1.40 per 100 pounds.

During the week ending January 23, Prime Contract Timothy Seed sold at \$4.25@4.30 per cental; Prime Contract Clover Seed at \$11.30@11.75; Hun-

garian at \$1.25@1.60; German Millet at \$1.00@1.25; Buckwheat at \$1.30@1.40 per 100 pounds.

During the week ending January 30, Prime Contract Timothy Seed sold at \$4.25@4.30 per cental; Prime Contract Clover Seed at \$11.80@11.90; Hungarian at \$1.25@1.60; German Millet at \$1.00@1.25; Buckwheat at \$1.35@1.45 per 100 pounds.

During the week ending February 7, Prime Contract Timothy Seed sold at \$4.05@4.25 per cental; Prime Contract Clover Seed at \$11.70@11.90; Hungarian at \$1.25@1.60; German Millet at \$0.90@1.25; Buckwheat at \$1.35@1.45 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of January, 1903.

**BALTIMORE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	234,011	275,215	91,766	179,988
Corn, bushels	3,061,738	453,481	3,111,540	371,392
Oats, bushels	336,428	227,629	720	679
Barley, bushels	8,121	1,635		
Rye, bushels	128,964	45,684	159,958	
Timothy Seed, bushels	2,273	734		
Clover Seed, bushels	8,429	8,389	5,184	
Hay, tons	5,176	4,369	1,516	1,216
Flour, bbls.	283,355	300,826	217,240	246,519

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,477,898	2,295,608	1,526,566	1,518,637
Corn, bushels	773,636	199,391	391,965	87,797
Oats, bushels	517,144	492,054	24,342	3,020
Barley, bushels	13,637	22,590		
Rye, bushels	4,835	5,300		
Flax Seed, bushels		9,845	8,269	29,320
Millfeed, tons	942	1,631	731	92
Hay, tons	15,390	27,290		
Flour, bbls.	135,665	152,863	96,935	86,698

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,916,106	2,013,197	729,007	1,426,151
Corn, bushels	9,318,770	3,311,102	5,033,893	2,865,100
Oats, bushels	917,600	5,150,125	5,343,966	5,513,875
Barley, bushels	2,017,404	1,444,620	404,883	588,297
Rye, bushels	268,074	217,050	51,915	96,251
Timothy Seed, lbs.	3,338,430	1,659,634	3,773,600	2,233,387
Clover Seed, lbs.	821,755	1,000,291	1,920,860	1,285,527
Other Grass Seed, lbs.	1,507,794	2,745,945	743,851	770,736
Flax Seed, bushels	115,800	729,015	64,420	42,407
Broom Corn, lbs.	1,959,095	1,777,030	1,034,680	1,276,098
Hay, tons	23,157	26,506	798	1,752
Flour, bbls.	562,055	938,493	483,665	791,178

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	123,269	107,556	86,417	67,558
Corn, bushels	645,956	679,852	298,580	295,944
Oats, bushels	217,242	327,239	145,694	161,380
Barley, bushels	120,903	59,397	18	577
Rye, bushels	56,819	107,556	86,417	67,558
Timothy Seed, bags	4,794	3,616	2,229	1,928
Clover Seed, bags	5,823	9,633	9,467	6,337
Other Grass Seed, bags	8,212	10,404	10,682	7,026
Hay, tons	8,312	20,878	4,520	11,599
Flour, bbls.	180,684	298,930	148,472	246,831

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	162,766	156,826	60,497	64,152
Corn, bushels	1,199,633	674,562	571,793	251,253
Oats, bushels	361,965	678,087	230,903	334,304
Barley, bushels	23,348	28,293		
Rye, bushels				
Flax Seed, bushels	1,000			24,000
Hay, tons	4,799	7,682	549	310
Flour, bbls.	70,310	68,110	24,470	12,220

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	229,738	87,448	47,331	183,014
Corn, bushels	323,812	217,726	53,224	94,740
Oats, bushels	292,298	305,975	14,917	84,164
Barley, bushels	176,420	154,588	3,914	15,301
Rye, bushels	50,373	71,796	38,826	76,236
Flour, bbls.	18,300	20,000	13,600	17,300

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade.

Wheat, bushels	811,769	1,604,867	40,406	23,083
Corn, bushels	.....	.....	.....	158,781
Oats, bushels	241,249	59,070	37,270	19,928
Barley, bushels	121,809	53,558	96,959	35,191
Rye, bushels	25,110	14,860	.....	.....
Flax Seed, bushels	696,003	375,622	383,300	404,389
Flour, bbls.	80,070	70,250	85,585	74,730



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

A farmers' elevator is being talked of at Strawn, Ill.

The new elevator at Sharpsburg, Ill., is about completed.

The farmers' elevator at Delavan, Ill., is nearing completion.

Samuel Wylie has sold out his grain business at Minonk, Ill.

J. C. Boyce is going to build a new elevator at Mt. Zion, Ill.

J. A. Mendenhall is promoting a farmers' elevator at Richland, Ill.

A project is on foot to build a farmers' elevator at Lexington, Ill.

The building of the Meadows (Ill.) Grain Dump is nearly completed.

There is said to be a good opening at New Athens, Ill., for a grain elevator.

A. Oberle & Co. have succeeded Adolph Oberle in the grain trade at Robinson, Ill.

Farmers at Dwight and Emington, Ill., are said to contemplate building elevators.

Jas. McDougall is said to be about to engage in the grain business at Shirland, Ill.

H. Stocking & Son have installed a new gasoline engine in their elevator at Oregon, Ill.

The first cars in three months have been received at the McDowell, Ill., elevators.

N. A. Swenson of Glenview, Ill., has put in a No. 7 Clipper Cleaner for handling onion sets.

Henry Bruns is said to be engaging in the grain and implement business at Hartsburg, Ill.

The Woolcott Milling Co. of Harrisburg, Ill., will build an elevator in connection with the mill.

The elevators at Weston, Ill., are said to have quit taking corn, because of the car shortage.

John Olwin & Co. are said to be closing out their grain and merchandise business at Robinson, Ill.

Officials of the C., B. & Q. have decided not to lease ground at Castleton, Ill., for a third elevator.

C. A. Burks of Decatur, Ill., has bought Hays Bros.' elevator at Galesburg, Ill., and will operate it.

It has not been decided whether the burned Lyon & East Elevator at Cerro Gordo, Ill., will be rebuilt.

The elevators at Kenney, Ill., were compelled to shut down recently because they could not secure cars.

The new Redman-Magee Co.'s elevator at Cairo, Ill., is under roof and will be completed at an early date.

Corn is piling up in the elevators at Wapella, Ill., and there are no cars available in which to ship it out.

Albert W. Heinz has taken charge of the elevator at Mahomet, Ill., recently purchased of A. D. Derrough.

The Bement Grain Co. of Bement, Ill., has certified to an increase in capital stock from \$5,000 to \$10,000.

J. A. Wooster contemplates building an elevator near the C., M. & St. P. tracks at Cordova, Ill., in the spring.

Stege Bros.' elevator at Tinley Park, Ill., has been placed in first-class working order by Manager Bruggemann.

The Howard Mercantile, Grain and Elevator Co. of Howard, Ill., has increased its capital stock from \$5,000 to \$11,000.

It is stated that the recently incorporated Saunemin Elevator Co. of Scovel, Ill., will build an elevator at Eylar, Ill.

J. T. Darneille has sold his grain elevator at Piasa, Ill., to Masters & Fuller of Fidelity, Ill., who are now operating it.

It is said that the interests of D. B. and Clyde George in the elevator at Hull, Ill., have been transferred to John Stamey.

On April 1 J. A. Klock will take charge of the elevators at Castleton, Ill., in connection with his elevator at Wyoming, Ill.

The Mt. Pulaski Grain Co. of Mt. Pulaski, Ill., is building a 20,000-bushel storage bin. The elevator will be rebuilt in the spring.

W. S. Russell has sold his recently completed elevator at Minier, Ill., to Miles Bros. of Peoria. S. A. Haywood of Tremont, Ill., will manage the house.

The Odell Grain & Coal Co., recently incorporated, as reported, has bought T. H. Wheeler's elevator at Odell, Ill. The new company is composed of ninety-

two farmers and is capitalized at \$10,000. Conrad Trecker has been appointed manager.

The Mackinaw Elevator Co. of Mackinaw, Ill., has been incorporated with a capital stock of \$5,000 by Jesse S. Wilson, Jacob Hoffman and Frank Harford.

G. W. West, formerly of Attica, Ind., has bought the elevator of J. F. Rodman & Co., at Deland, Ill., and has assumed control. The sale was made through C. A. Burks of Decatur.

Otis McNally, who has been in the grain business at Blue Mound, Ill., has purchased the Costello-Weiser Elevator at Stonington, Ill. Mr. McNally is secretary of the Costello-Weiser Grain Co.

The W. A. Spain Co. of Lawrenceville, Ill., has incorporated to deal in grain, coal and lumber. The capital stock is \$10,000 and the incorporators are John A. Cox, Wm. A. Spain and Wm. Titus.

Articles of incorporation have been filed by the Vienna and Belknap Elevator Co. of Vienna, Ill. The capital stock is \$2,500 and the incorporators are W. L. Williams, L. O. Whitnell and J. M. Price.

The Northwestern Grain and Livestock Co. of Seatonville, Ill., has been incorporated with a capital stock of \$6,000. The incorporators are Ferdinand L. Hamer, John G. Wilson and William S. Wolfer.

The Peru Elevator Co. of Peru, Ill., has filed articles of incorporation with the secretary of the state. The capital stock is \$10,000, and Christina B. Ladd, Wm. D. Holly and Frank F. Ladd are incorporators.

Articles of incorporation have been filed by the H. A. Hillmer Co. of Freeport, Ill., to deal in grain, livestock, etc. The capital stock is \$15,000 and the incorporators are H. A. Hillmer, C. L. Snyder and J. H. Stearns.

T. A. Grier & Co. of Peoria have bought the Belsly Elevator at Deer Creek, Ill., for a reported consideration of \$7,500. They took possession February 1. The house is located on the L., E. & W. and has a capacity of 50,000 bushels.

W. H. Magoon, manager of the Roger-Bacon Elevator Co.'s business in the territory tributary to Pontiac, Ill., is quoted as saying the company's business is practically at a standstill on account of the inability to get cars.

C. H. Wayne, who has been operating the grain elevator at Reynolds, Ill., owned by W. L. Crawford, has built a new house at that place. Mr. Crawford has been operating his elevator since February 1 and reports a good outlook for business at that point.

At a meeting of farmers at Broadlands, Ill., January 27, \$3,600 was subscribed to build an elevator at that town. E. C. Bergfield, representing H. H. Carr & Co. of Chicago, addressed the meeting on the advantages of direct shipment of grain by farmers.

The Gridley Elevator Co. of Gridley, Ill., a farmers' concern, has filed articles of incorporation with a capital stock of \$10,000, and is said to be negotiating for the Holdridge Elevator at that town. The incorporators are Frederick Frey, Patrick Welch and Peter Rich.

The Secor Elevator Co. of Secor, Ill., a newly organized farmers' company, has filed articles of incorporation with a capital stock of \$8,000. The incorporators are C. W. Frey, L. R. Diener and M. Potter. Plans for the erection of the company's elevator are being perfected.

The Odell Grain & Coal Co. of Odell, Ill., has elected the following officers: D. B. Walker, president; S. J. Lyons, secretary; Conrad Trecker, treasurer and manager. The directors are: S. J. Lyons, D. B. Walker, F. Gebhardt, M. Kennedy, H. Schultz, A. Borgman and E. Gutel.

F. W. Rottger has sold his elevator and lumber business at Mt. Sterling, Ill., to J. W. Burnett of Clayton, Ill. The latter has disposed of his interests at Clayton and will take possession of the property at Mt. Sterling on March 1. Mr. Rottger retires on account of his advanced age.

The Churchill-White Grain Co. of Chicago has filed in the recorder's office at Ottawa, Ill., a trust deed for \$130,000 covering a number of elevators along the Illinois, Indiana & Iowa railroad in Illinois and Indiana. The deed is to secure an issue of \$130,000 in 5 per cent bonds. The American Trust and Savings Bank of Chicago is trustee.

The Mackinaw (Ill.) Farmers' Elevator Co. has subscribed the necessary \$3,000. The following directors have been elected: Jesse S. Wilson, S. S. Smith, three years; Frank Morford, August Fasse, two years; Thomas Vimont and Jacob Hoffman, one year. The directors met later and elected S. S. Smith president and Frank Morford secretary.

The Burrell Engineering and Construction Co. of Chicago has been awarded the contract for building the new elevator of C. C. Smith and S. L. Morrison at Pontiac, Ill. The house will be 24x34 and 54 feet high. It will have a capacity of 20,000 bushels and there will be separate buildings for the office and power house, all to be of fireproof construction.

An eight horsepower gasoline engine will furnish the motive power, and the entire equipment will be modern and up-to-date. The contract calls for completion by or before April 1.

A release deed, signed by George J. Gould and Russell Sage, filed for record February 2, releases for a nominal consideration to the Wabash Railroad Co. the Wabash elevator property at Waterville and Thirty-third streets, Chicago. The house has a capacity of 1,250,000 bushels and the railroad company assumed a bonded indebtedness on it for \$275,000 in 1900.

At the annual meeting of the Highland F. M. B. A. Elevator Co. of Highland, Ill., the capital stock was increased from \$8,000 to \$15,000, and a dividend of 6 per cent was declared. Wm. Reinhart, Louis Metz and Albert Kleiner were re-elected directors. The following officers were also elected: Wm. Reinhart, president; Louis Metz, vice-president; Albert Kleiner, secretary, and John O. Rigel, treasurer. A. Labhardt was reappointed manager.

The Barnard & Leas Manufacturing Co., of Moline, Ill., sold corn shellers and cleaners to the following during December and January: Hannibal Milling Co., Elsberry, Mo.; Duckwall-Harman R. & S. Co., Indianapolis, Ind.; Noble & Jenkins, Watkins, Minn.; G. W. Hunter, Hudson, Ind.; Holly Milling Co., Holly, Mich.; Atwater & Nichols, Lima, Ind.; C. A. & L. H. Stark, Merriam, Kan.; Straub Machinery Co., Cincinnati, Ohio; H. C. Pollock, Middlepoint, Ohio; Murphy & Ryburn, Glenwood, Ind.; W. W. Cameron, Chester, Neb.; Jaques Grain Co., Stennett, Ia.; M. W. Cardwell, Osage City, Kan.; Brinson-Judd Grain Co., Neodesha, Kan.; J. N. Robbins, Hallowell, Kan.; Frost Mfg. Co., Galesburg, Ill.; W. J. Gilmore, Nevada, Ia.; J. T. Milbank & Bro., Chillicothe, Ohio; Elk River Milling Co., Elk River, Minn.; Neilson & Dueland, Slater, Ia.; D. R. Risser, Vaughnville, Ohio; Sun Milling Co., Shreveport, La.; Smith Bros., Roseville, Ill.; La Jara Mill and Elevator Co., La Jara, Colo.; O. S. Marshall & Son, Sidney, Ohio; S. K. Bergsath, Taylor, Wis.; D. J. Donahue & Bro., Kaw City, Okla.; Coburn Bros., Portsmouth, Ohio.

## EASTERN.

Ira W. Beers is advertising his grain business at Hamden, Conn., for sale.

Warren Hamilton has engaged in the grain and hay business at Chicopee, Mass.

Schnick & Leiby have completed their new grain warehouse at Germansville, Pa.

E. B. Clapp has opened a grain and feed store at the Norton Mill in Loudville, Mass.

C. W. and G. W. Nightingale are said to have engaged in the grain business at Quincy, Mass.

C. Rosenstein & Co. of New York City have installed a No. 7 Traveling Brush Clipper Cleaner in their warehouse.

W. D. Hatch of Holley, N. Y., is now using a No. 27 Roll-Traveling Brush Clipper Cleaner and an outfit of Clipper Picking Tables.

The Capelle Hardware Co. of Wilmington, Del., is putting a No. 7 Traveling Brush and Special Air Clipper Cleaner in its warehouse.

The safe in the office of Sharpless Bros., grain dealers at Camden, N. J., was blown open February 3. The burglars secured no money.

The Wiscasset Grain Co. of Wiscasset, Me., has bought property on which to build an addition to its mill. The firm will also put up a storehouse.

Frank C. Jones, of McAfee, N. J., has bought the grain, feed and flour business of T. W. Decker & Son at Bullville, N. J., and has taken charge of it.

The new addition to the grain conveyor on Pier 2, at Boston, to be erected for the New York, New Haven & Hartford Railroad Co., will be 450 feet long.

The Wallingford Grain Co. of Wallingford, Conn., has been organized with a capital stock of \$2,000 by David Plimpton, Clara J. Whitcomb and Albert L. Whitcomb.

R. C. Snow will put up a building in the rear of his store at Ware, Mass., for the storage of grain, hay, etc. The structure will be 45x50 feet and will have 20-foot posts.

The Weller Mfg. Co. of Chicago has the contract for the machinery for the new 1,000,000 bushel grain elevator which the Pennsylvania railroad is building at Germantown, Pa.

The Niagara Elevator at Buffalo, which has for some time been the property of the Western Transit Co., the lake traffic branch of the New York Central Railroad, is to be enlarged and refitted.

The Electric Grain Elevator Co. of Buffalo has elected the following new directors: Ormsby M. Mitchell, Montclair, N. J.; R. Muller, New York; Yale Kneeland, Brooklyn, and E. W. Eames, Buffalo.

The Empire Grain and Elevator Co., of Binghamton, N. Y., has elected officers as follows: President, C. S. Weston; vice-president, A. W. Dickinson; treasurer and manager, L. M. Wilson; associate manager, T. H. Wilson. The directors of the



company are: William Connell, C. S. Weston and A. W. Dickson of Scranton and L. M. Wilson and T. H. Wilson of Binghamton.

The insurance on the grain in the burned Northern Central Railway Elevator No. 3 will be adjusted by arbitration. There is a difference between the grain men and the insurance companies as to the price of the burned wheat.

The new 18,000-bushel elevator of Peck & Black at Providence, R. I., is located across the street from the railroad and grain is conveyed from cars to the house through an underground tunnel. The dump is located on the track and the grain is carried by a rotary conveyor.

The site of the Dakota Elevator at Buffalo has been sold by the Buffalo Elevating Co. stockholders of the Washburn-Crosby Co. of Minneapolis, and others, who will build a flour mill. The purchase price is said to be \$200,000. The Dakota Elevator was burned about two years ago.

The old grain elevator of Swift Bros., located near the Boston & Maine tracks at Wakefield, Mass., will be torn down. The structure was partially destroyed by fire December 24 and owing to the opposition of the townspeople a permit to repair the house was refused by the selectmen.

J. M. Reuter & Co. are completing an elevator at Elizabeth, N. J. The house will be 75 feet high and 36 feet square. It will be operated by electricity. The storage capacity of the bins will approximate about sixteen carloads. The plant will be equipped with machinery for feed grinding.

The affairs of the Ogdensburg Terminal Co., controlling a large elevator at Ogdensburg, N. Y., and the Rutland Transit Co., operating a fleet of freight steamers between Ogdensburg and Chicago, have been merged and as a result many heads of departments have been dismissed and the offices abolished. A few transfers were made and a number of minor employees let out.

City officials of Jersey City, N. J., are said to be seriously considering an attempt to sell the Erie Elevator for back taxes. The city claims something like \$300,000 for taxes and for a long time negotiations looking toward a settlement have been pending. The railroad company and the city officials cannot, however, agree to terms. It is probable that if an attempt is made to sell the elevator the Erie people will take the matter into court.

#### MINNESOTA.

A farmers' elevator may be built at Jeffers, Minn. The Farmers' Elevator at St. Peter, Minn., is to be sold.

A. Waag has discontinued buying grain at Warroad, Minn.

It is stated that Barnesville, Minn., is to have a new grain elevator.

The Pacific Elevator at Delhi, Minn., is reported closed for the season.

The Sheffield-King Co. has commenced business at Montgomery, Minn.

A new roof has been placed on the Marshall Milling Co.'s elevator at Marshall, Minn.

The Hubbard & Palmer elevator at Ash Creek, Minn., has closed down for the season.

The Cargill and the Stevenson elevators at Rochester, Minn., were burglarized recently.

The Northwestern Elevator Co. has closed its house at Nielsville, Minn., for the season.

The elevator at Judge, Minn., recently stopped taking in grain because of the lack of cars.

The new 500,000-bushel elevator of the Empire Mill at New Ulm, Minn., is ready to receive grain.

A new elevator will be built in connection with the Minnesota Flour Mill Co.'s plant at Stillwater, Minn.

A. J. Kemp is building a spout from the elevator at Lockhart, Minn., to the railroad track, a distance of about 50 feet.

An elevator is being built at Le Sueur Center, Minn., to supply grain for the Sheffield-King Mill at Faribault, Minn.

The Farmers' Elevator Co., which recently bought the Security Elevator at Lafayette, Minn., has put in a new gasoline engine.

The Kansas City Grain Co. has opened an elevator at Empire Station, near Hastings, Minn., with Jacob Schuler as buyer.

New track scales with a capacity of 200,000 pounds have been installed in front of the Gardner Roller Mill Elevator at Hastings, Minn.

A meeting of the directors of the Beltrami (Minn.) Farmers' Elevator Co. was held February 7 to consider the sale of the elevator.

An elevator and cattle buying company is being talked of by farmers near Kanaranzi, Minn. August Rathjen, Ed. Morgan and others are interested.

The Calumet Grain Co. of Minneapolis is completing plans for a new steel tank elevator to be equipped with a working house carrying power great enough to operate a larger plant should it

be advisable to build more tanks at any time. The capacity will be 100,000 bushels.

Northrup, King & Co. of Minneapolis are adding a No. 9 Four-Screen Clipper Cleaner with traveling brushes, special air controller and dustless attachment.

The Atlantic Elevator Co. is building a new house at Elbow Lake, Minn., to take the place of the one recently burned. The new elevator will be ready for business about March 1.

The Farmers' Elevator Co. of Pine Island, Minn., recently elected the following directors: W. D. Hayward, Gottlieb Miller, B. T. Vessey, E. Walter, R. L. Cornwell, Sam Closner, James Deverecey, Gus Ahneman, A. E. Weckerling.

The proposed farmers' elevator at Brownton, Minn., is progressing slowly. The site was purchased last fall and that is as far as the project has been carried. It is said, however, that the work may be taken up in the spring and pushed to completion.

R. A. Gramms of Round Grove, Minn., has bought the Foss elevator and feed mill at Brownton, Minn. The feed mill will at once be placed in condition to operate. Mr. Gramms was formerly wheat buyer at Brownton for the Peavey Elevator Co.

A farmers' elevator company has been organized at Hills, Minn., and \$6,000 in stock has been subscribed. The following were elected directors: E. C. Loose, John Helgeson, T. Johnson, E. C. Dahl, P. H. Bly, John Nelson, A. T. Sexe, O. G. Qualley and H. E. Wyum.

The Nielsville (Minn.) Farmers' Elevator Association has elected the following officers: Nils Muus, president; J. C. Hayes, vice president; C. C. Melsness, secretary-treasurer, and L. S. Kolden and S. C. Hayes, board of directors. C. C. Melsness was also engaged as buyer for the balance of the season.

The Hampton Elevator Co. has been organized at Hampton, Minn., with a capital of \$6,000 and has purchased the old Delfield Elevator for temporary use. Officers were elected as follows: President, J. B. Kranz; secretary, V. F. Rother; treasurer, H. Schaffer; manager, J. J. Giefer. Mathias Endres was appointed buyer. The company is a cooperative one.

The annual report of the Farmers' Cooperative Elevator Co. of Faribault, Minn., showed a net profit of \$1,797.54, but the president stated that most of the sum was used to make up shortages in the accounts of a former buyer. The following officers were elected: Theo. Thom, president; Chris. Lowe, vice-president; J. L. O'Brien, secretary; E. Kaul, treasurer.

The annual meeting of the Waseca County Farmers' Elevator and Mercantile Co. was held at Waseca, Minn., recently and the following officers elected: Directors—James Byron, J. W. Papke, Wm. Mittlesteadt, George Irvine, A. F. Bathke and J. W. Conway; president, James Byron; vice president, Wm. Mittlesteadt; secretary, J. W. Conway, and treasurer, J. W. Papke. W. H. Roesler is to be retained as manager.

R. H. Bingham, who has a 20,000-bushel elevator at Sleepy Eye, Minn., a 10,000-bushel elevator at Evan, Minn., and a 10,000-bushel elevator at Cobden, Minn., has admitted his two oldest sons, Amherst W. and William E., to partnership. The style of the firm is R. H. Bingham & Sons. In addition to grain an extensive lumber, coal and hardware business is conducted.

The Dennison Farmers' Elevator and Mercantile Co. of Northfield, Minn., recently elected the following officers: John Miller, president; K. K. Hough, vice-president; Eli Farrankop, secretary; John Ferguson, treasurer; J. A. Martin, C. T. Lykken, John Thompson, Halver Hope and W. W. Bunday, directors. The report of the manager showed that during the year 183,000 bushels of grain had been handled at a net profit of \$762.78. No dividend was declared.

The Miller Elevator Co. of Minneapolis has sold its elevator at Hastings, Minn., to Peter Doffing, J. E. Doffing, Chas. Doffing and Hubert Gores for a consideration of \$11,500. The new firm will be known as the Doffing Elevator Co., and has commenced business with J. E. Doffing as manager. The elevator was built by Strong & Miller. It was later owned by Miller Bros., and then by the Miller Elevator Co. It was recently rebuilt and equipped with new machinery.

The North Star Grain Co. of Springfield, Minn., has been incorporated with a capital stock of \$150,000. The officers are Wm. A. Anderson, president; H. R. Soot, vice-president; Walter Blackmun, secretary, and K. E. Mo, treasurer. The articles of incorporation specify that the company is to buy, build, lease, rent, construct and operate grain elevators, warehouses, flour mills and feed and cereal mills; to buy, hold and sell grain, seeds, flour, feed, cereal products, lumber and building material and coal, wood and fuel; to buy, lease, rent and sell such real estate as may be necessary to carry on any of said business; any or all of said business

may be conducted in the state of Minnesota or in Manitoba or any province or territory of Canada, etc.

The Farmers' Mercantile and Elevator Co. of Kenyon, Minn., held its annual meeting recently and declared a dividend of 50 per cent. Officers were elected as follows: President, O. F. Henkel; vice-president, A. J. Anderson; secretary, P. O. Ruen; treasurer, S. A. Bullis. The company handled 400,000 bushels of grain during 1902.

At the annual meeting of the Northfield Farmers' Mercantile and Elevator Co., of Northfield, Minn., the report of the manager showed that 191,000 bushels of grain had been handled during the season and that a net profit of \$1,062.28 had been realized. A dividend of 10 per cent was declared and the following officers elected: J. W. Alexander, president; G. W. Empey, vice-president; J. E. Drake, secretary, and Nick Lamberty, treasurer. F. H. Shepard was again elected manager with C. E. Lockerby as assistant.

The seventh annual meeting of the stockholders of the Farmers' Elevator and Mercantile Co. of Owatonna, Minn., resulted in the re-election of the old directors, as follows: R. C. Thom, Pratt; J. H. Healey, Steele Center; John Hartle, Havana; N. O. Partridge, Joseph Richartz, Clinton Falls; C. P. Sahler, William King, George Parrott, Owatonna, and Peter Moe, Decrfield. The directors met and organized by electing the following officers: R. C. Thom, president; John Hartle, secretary, and Geo. Parrott, treasurer. A dividend of 10 per cent was declared on stock.

#### IOWA.

Arispe, Iowa, is said to have a new elevator.

A new elevator will be built at Clarion, Iowa.

A new elevator will be built at Mallard, Iowa.

S. Jaeger has again entered the grain market at Dyersville, Iowa.

The Atlas Elevator Co. will build a house at Buck Grove, Iowa.

A farmers' elevator company is being promoted at Harcourt, Iowa.

The Wheeler Grain Co. has succeeded Frank Weimer at Ledyard, Iowa.

J. H. Hinz is successor to Wolf & Hinz, grain dealers at Granville, Iowa.

There are persistent rumors of a new elevator to be built at Holland, Iowa.

Chas. T. Sidwell, grain dealer of Florence, Iowa, is reported out of business.

The organization of a farmers' elevator company at Davenport, Iowa, is on foot.

C. C. Buck is successor to C. L. Kinney in the grain business at Hubbard, Iowa.

B. C. Hemphill has succeeded I. L. Patton & Co. in the grain trade at Dexter, Iowa.

The Schley Grain Co. has succeeded to the grain business of Robt. Ivers at Persia, Iowa.

Hauley Bros., grain dealers at Vincent, Iowa, have been succeeded by J. B. Schmoker & Co.

Seivers & Son, grain dealers of Avoca, Iowa, are succeeded by the H. O. Seiffert Lumber Co.

F. Caspary has been succeeded in the grain business at Maple River, Iowa, by W. J. Dickman.

J. A. and W. Ketchem are successors to Hardie & Ketchem in the grain business at Raleigh, Iowa.

W. H. Goodenough has been succeeded in the grain business at Gowrie, Iowa, by W. H. Dudley.

S. F. Miller, grain and lumber merchant of Shellsburg, Iowa, has sold the lumber end of his business.

The Atlas Grain Co. of Chicago has taken over the grain business of S. C. Hanson at Collins, Iowa.

W. H. Hicks of Warren, Ill., visited Oto, Iowa, recently to inspect the North Elevator, which is for sale.

A. R. Mead is reported to have sold his elevator at Linden, Iowa, to the Neola Elevator Co. of Chicago.

W. A. Whiting is reported to have succeeded R. M. Wilkinson in the grain business at Washington, Iowa.

A farmers' elevator company is being formed at Lanyon, Iowa. George Peterson is said to be interested.

Ellickson Bros., dealers in grain, etc., at Thompson, Iowa, have been succeeded by the Thompson Implement Co.

Material and machinery for the new elevator of the Diamond Elevator Co. at Cambridge, Iowa, are on the ground.

L. P. Scroggs, who has been in the grain trade at Kirkman, Iowa, has been succeeded by the Trans-Mississippi Grain Co.

The Western Elevator at Ogden, Iowa, will probably be closed for the season on account of the small offerings of grain.

J. J. Nagle, the grain and commission merchant of Dubuque, Iowa, has bought five acres of land, near the Illinois Central tracks in that city, and is



said to contemplate building an elevator. He has, however, refused to confirm or deny the report.

The Iowa Grain and Manufacturing Co. has succeeded to the business of the Odebolt Grain and Live Stock Co. at Odebolt, Iowa.

The new Pease Elevator on the Great Western at Lohrville, Iowa, has been completed. It is under the management of T. Pratt.

The Diamond Elevator Co. and the Western Elevator Co. have both completed new houses at Shipley, Iowa. The new elevators have been put in operation.

Work has been started on the new elevator at Carroll, Iowa. It is said that this will be one of the largest houses in Western Iowa and that it will be thoroughly modern in equipment.

At an auction sale of the grain injured by fire in the Spencer Grain Co.'s elevator at McGregor, Iowa, only one bid was received and this was rejected because it was thought to be too low.

The work of tearing down the burned elevator of the Great Western Cereal Co. at Ft. Dodge, Iowa, has been completed. A. C. Heath, the local manager, states that the insurance has been adjusted and that plans for rebuilding are now under consideration.

O. A. Talbot & Co. of Osceola, Iowa, who have a line of elevators on the Burlington system, have been granted a lease on a site at Keokuk, Iowa, for a nominal sum by the city council of that place. They propose to build an elevator 40x60 feet, and from 65 to 70 feet high, with a capacity of 45,000 bushels.

#### NORTH DAKOTA.

Five new elevators are to be built at Lawton, N. D., in the spring.

The Royal Elevator at Voltaire, N. D., has been closed for the season.

Heising Bros. will rebuild their elevator at Northwood, N. D., which was burned recently.

H. B. Newcomb has succeeded Thomas Catherwood in the grain business at Park River, N. D.

L. Downing has succeeded to the business of Coulter & Downing, dealers in feed, etc., at Grand Forks, N. D.

The Powers Elevator Co. will build a 25,000-bushel elevator at Tappen, N. D. It will be operated by a gasoline engine.

The Minnesota Fiber Co. of Heron Lake, Minn., is installing a No. 7 Clipper Traveling Brush Cleaner at Devils Lake, N. D.

R. E. Knowlton, manager of the Sutherland Elevator at Bowbells, N. D., has leased the house and will hereafter do business on his own account.

The Great Western Elevator Co. has closed its house at Blanchard, N. D. The State Elevator is also closed, the Northern being the only house still open.

The Sioux Elevator Co. has suspended business at Minot, N. D., for the winter. Manager Rakness says that the company will resume operations there in the spring.

The Osborn-McMillan, Iveys and Erne elevators at Casselman, N. D., have been closed down after a satisfactory season's business. The Royal Elevator Co. will keep its house at Casselman open all winter.

A farmers' elevator company has been formed at Maza, N. D., and will buy or build an elevator. The company has filed articles of incorporation with the following named incorporators: A. J. Kildahl, N. O. Satber, A. Wagner, J. C. McKinney, F. P. Gehres, S. J. Atkins, W. P. Atkins, F. Hughes and O. P. Walker.

The Farmers' Elevator Co. of Church's Ferry, N. D., has elected the following: President, H. A. Noltimier; vice president, John M. Thomson; secretary and treasurer, Norman Nelson; board of directors—H. A. Noltimier, John M. Thomson, Norman Nelson, J. W. Noltimier, C. I. Kirkeide, C. A. Studley and Theo. Hanson.

#### SOUTH DAKOTA.

Farmers are talking of building an elevator at Garden City, S. D.

The burned Atlas Elevator at Doland, S. D., will be rebuilt early in the spring.

Gold & Co. of Big Stone, S. D., have received plans for their new elevator.

Siberg Bros. are reported to have sold out their grain business at Ethan, S. D.

Gust Anderson has closed the elevator at Salem, S. D., and has gone to Hartford, that state.

The Sioux Grain Co. has completed its new house at Parkston, S. D., and is now doing business at that place.

The office of the Monarch Elevator Co. at Oriska, S. D., which was damaged by fire some time ago, has been repaired.

The Nye-Schneider Grain Co. has completed a 40,000-bushel elevator, brick office building, coal and lumber sheds, dwelling, etc., at Bonesteel, S. D. The

Udike Grain Co. has a 350,000-bushel elevator almost completed at Bonesteel.

The price of shares in the Farmers' Elevator Co. at Colton, S. D., has been advanced from \$25 to \$30.

J. W. Kraft has bought the George J. Morton Elevator at Groton, S. D. Mr. Kraft has been in charge of the house for the past year.

W. J. Craig of Mitchell, S. D., has bought the grain business of J. A. Hart at Tulare, S. D., and will build an elevator as soon as the weather permits.

The Sioux Grain Co. of Jefferson, S. D., has added to its elevator equipment by placing two No. 7 Clipper Cleaners in the elevators at Vermillion and Parkston.

The Bagley Grain Elevator at Garden City, S. D., has been purchased by McKee & Minthorn of Bradley, S. D. They have placed Ole Haugen in charge as buyer.

L. N. Crill has bought a lot on the Milwaukee tracks at Elk Point, S. D., and will build a large elevator in the spring. The property is the same that was negotiated for by the Sioux Grain Co. last fall. Mr. Crill plans to establish a line of elevators in the vicinity of Elk Point.

#### SOUTHERN AND SOUTHWESTERN.

Irvin Rushing is reported opening a grain store at Roby, Texas.

Hotchkiss & Guy are building a mill and elevator at Kaw City, Okla.

A company is being organized to build an elevator and mill at Graham, Texas.

S. N. Fields & Son are said to have sold out their grain business at San Antonio, Texas.

E. J. Blount & Co. are successors to Blount & Montrose, grain, etc., at Timpson, Texas.

R. E. & W. E. Pettus, of Huntsville, Ala., have secured additional quarters for their grain business.

C. S. Brent of Lexington, Ky., has added to his seed cleaning equipment by installing a No. 9 Clipper Cleaner with Brushes and Air Controller.

The Temple Grain Co. of Temple, Comanche county, Okla., has been granted a territorial charter for a period of twenty years. The capital stock is \$1,000 and the incorporators B. V. Loosemore, D. T. Tandy and J. C. Tandy.

H. K. Cochran, a dealer in grain, etc., at Little Rock, Ark., has occupied a new building recently completed. The dimensions of the building are 75x150 feet and the grain storage capacity above the first floor is 60,000 bushels.

The Wholesale Grain and Produce Co. has been organized at Amarillo, Texas, with a capital stock of \$20,000. The incorporators are: E. W. White, W. E. King, L. F. Kirk, of Amarillo, and C. A. Houston and R. G. Love of McKinney, Texas.

The Patton-Hatfield Co. is the style of a new grain firm just starting in business at Memphis, Tenn. The firm is composed of D. G. Patton and a Mr. Hatfield, who have been in business at Jackson, Miss. Mr. Patton has made application for membership in the Memphis Merchants' Exchange.

The Burgin Elevator Co. of Burgin, Ky., has leased the Burgin Roller Mill for a limited time, with a view to buying the plant. The firm of Freeman, Forsythe & Currey, proprietors of the Burgin Elevator Co., has been dissolved by the retirement of J. T. Freeman, who has disposed of his interests to his partners.

Edinger & Co., dealers in grain, hay and flour at Louisville, Ky., have bought the warehouse of the Hart Hardware Co. at Fourteenth and Magazine streets, and will occupy the building for their present business. They will also build an elevator. Additional property has also been purchased and will be used for the loading of wagons.

The Midlothian Lumber Co., the Midlothian Grain and Elevator Co. and the Midlothian Milling Co., all of Midlothian, Texas, have consolidated under the style of the Midlothian Lumber, Elevator and Milling Co., with a paid-up capital of \$25,000. The officers of the re-organized concern are B. F. Hawkins, president; H. T. Holland, vice-president; J. E. Sewell, treasurer; T. M. Dees, secretary.

McReynolds & Co., of St. Louis, who have leased terminal elevator A, at Mobile, Ala., have placed Clarence W. Hogan in charge. The house was put in operation January 25. McReynolds & Co., through their Mobile terminals, are to cover the grain trade to Cuba, South America, Mexico, Central America, the Continent and Florida. As outlined, this territory will be covered as near as possible by the following lines now operating out of Mobile: The Munson Line, for Cuba; Elder-Dempster & Co., for the Continent; Atlantic and Mexican Gulf Steamship Company, for Mexico; South American ports by the several fruit steamers engaged in the trade; Central America in the same manner, and the Florida trade by the Florida Transportation and Cattle Company. It is said that business that has heretofore gone through New Orleans will be diverted to Mobile.

#### MISSOURI, KANSAS AND NEBRASKA.

There is talk of a farmers' elevator at Aurora, Neb.

A coöperative grain company is being organized at Roseland, Neb.

Hooper & De Lay are said to have sold their elevator at Downs, Kan.

It is announced that a farmers' elevator is to be built at Simpson, Kan.

The foundation for the new elevator at Shickley, Neb., has been completed.

The J. E. Davis elevator and feed mill at Downs, Kan., has resumed operations.

A farmers' coöperative grain company is being organized at Dorchester, Neb.

A Farmers' Grain and Livestock Association has been organized at Bellwood, Neb.

The Dunwoody Milling Co. of Joplin, Mo., is building an elevator at Diamond, Mo.

Roderick May of Independence, Mo., has been succeeded by the May Coal and Feed Co.

L. G. Hepworth of Burlington, Kan., has installed a No. 6 Clipper Cleaner in his elevator.

R. Hopkins of Ridgeway, Mo., recently installed a No. 9 Special Brush and Air Clipper Cleaner.

W. D. Fulton now controls the elevator at Talmage, Kan., formerly owned by J. H. Norman.

The Bowman-Matthews Milling Co. of Sikeston, Mo., is having two steel storage tanks erected.

Chauncey P. Coy & Son of Waterloo, Neb., have installed another lot of Clipper Picking Tables.

The Peavey Elevator Co. is doing a livestock business in addition to handling grain at Blair, Neb.

M. B. Sherwood of Brashear, Mo., has added heavy hardware to his grain and implement business.

Dailey & Easterday have been succeeded in the grain business at Hamilton, Mo., by E. H. Dailey & Son.

The Angus Coöperative Grain and Livestock Co. of Angus, Neb., has been organized with a capital stock of \$5,000.

The Holmquist Grain Co. will build an addition to its elevator at Lyons, Neb., that will nearly double the capacity.

The capacity of the Cooper & Dinsmore Elevator at Lyons, Kan., will be about doubled by improvements now being completed.

The Olathe Mercantile Co. of Kansas City, Mo., which has been incorporated with a capital stock of \$25,000, is empowered to deal in grain.

The Griswold Seed Co. of Lincoln, Neb., recently added to its equipment a No. 9 Special Clipper Cleaner with Traveling Brushes and Air Controller.

A coöperative grain buying company has been organized at Lexington, Neb. A. S. Brubaker is temporary president and J. D. Kennedy temporary secretary.

A branch of the Farmers' Coöperative Union of America has been organized at Kingman, Kan. The promoter says the object of the organization is to control the wheat market.

Farmers of Davenport, Neb., have organized a Coöperative Grain and Livestock Association. The officers are: H. E. Rowland, president; C. S. Bean, secretary; R. Tweed, treasurer.

C. P. Coy, Son & Co. of Valley, Neb., have incorporated with a capital stock of \$12,000 to deal in grain and seeds. The incorporators are Chauncey P. Coy, C. Herbert Coy and Harry Coy.

The Arkansas branch of the Farmers' Coöperative Grain and Livestock Association has been organized at Topeka, Kan. The object is to buy or build elevators in Kansas and adjoining states.

The Farmers' Coöperative Grain and Livestock Association of Arapahoe, Neb., has completed its organization. R. B. Chalmers has been elected president and Smith Paine, treasurer. W. S. Curry was made manager.

The grain, feed and flour business of A. H. Johnson & Co. at Kingman, Kan., has been purchased by Edwin Snare. Mr. Johnson has formed a partnership with a Mr. Sager and will handle broom corn and manufacture brooms.

The Goffs Grain Co. of Topeka, Kan., is reported to have taken in more grain in one day recently than it shipped during the entire season of 1901. Some of the Topeka elevators are not receiving grain on account of the car shortage.

Leach Brothers of Salisbury, Mo., are installing machinery in their warehouse at that place to convert it into a grain elevator. A Fairbanks-Morse gas engine will furnish the power, while the machinery was supplied by the Marseilles Mfg. Co.

Farmers of Ellis, Neb., are considering a proposition by C. T. Peavey of Beatrice, Neb., to build a 100,000 bushel elevator. Mr. Peavey's plan is to get 300 or more parties to subscribe \$25 each and enter into a ten-year contract for the handling of grain. He agrees to handle the grain for the term



of ten years for a margin of  $\frac{1}{2}$  cent per bushel, allowing the owners to ship to any market or to any parties they may wish.

The William T. Kemper Elevator Co., which recently acquired the Missouri Elevator at Kansas City, Mo., and subsequently incorporated with a capital stock of \$100,000, will expend about \$65,000 in increasing its capacity from 300,000 to 750,000 bushels.

The Laning-Harris Coal and Grain Co. of Kansas City has filed articles to show that it had made an increase in its capital stock from \$27,000 to \$80,000, all the increase paid. Assets, \$79,000; liabilities, \$79,000, of which \$27,000 is dividends declared, but not yet distributed.

Work will be commenced March 1 on a new elevator at Wichita, Kan., for the Stevens-Scott Grain Co. The house will have a capacity of 75,000 bushels, and will be built to permit of addition when more room becomes necessary. The Scott-Stevens Co. has a line of elevators on the Rock Island road.

The H. C. Hart Elevator at Edgar, Neb., has been sold to the Farmers' Commercial Co., a recently organized cooperative concern. The purchase price was \$4,250. The new company is composed of 120 farmers. The following are directors: A. A. Galt, Oscar Kendall, J. M. Gardner, Henry Weick, Chas. Wiley, Wm. Shiveley and C. O. Heasley.

#### OHIO, INDIANA AND MICHIGAN.

Berrien Springs, Mich., wants a grain elevator.

There is talk of a new elevator at Fletcher, Ohio.

A new house at Jackson, Ind., just completed, is for sale.

The new elevator at Brown City, Mich., has been completed.

G. M. Benfer of Clyde, O., has purchased a No. 9 Clipper Cleaner.

The Lewisburg Mill Co. of Lewisburg, Ind., will build an elevator.

An elevator will be built in connection with the flour mill at Rockport, Ind.

S. A. Warren is reported to have sold his feed business at Ashtabula, Ohio.

H. G. Thayer & Co. are said to have sold their grain business at Plymouth, Ind.

Dr. G. L. Oldham is said to have discontinued his grain and drug business at Clifford, Ind.

Lyman Bell will build an elevator at Ritt's Crossing, near Circleville, Ohio, in the spring.

Collier & Songer, whose elevator at Freeland Park, Ind., collapsed recently, will at once rebuild.

Lawson & Gramlich have been succeeded in the grain business at Kenton, Ohio, by Wm. B. Gramlich.

A. J. Neal at Peru, Ind., was the first to build a house upon the new part of the G. R. R., located at Santa Fe.

L. L. Cook of Hobbs, Ind., has just completed an 8,000-bushel addition and has also added some machinery.

The Postum Cereal Co., Ltd., of Battle Creek, Mich., is said to be preparing to build a 50,000-bushel elevator.

Weiner & Son have made extensive repairs on their warehouse at Rosewood, Ohio, and are again receiving grain.

The Braun & Kipp Co. has taken out a permit for the new elevator to be built at Sixth and Evans streets, Cincinnati, Ohio.

It is understood that Jossman & Allen, whose elevator at Leonard, Mich., was burned recently, will rebuild next summer.

J. M. Neer writes us that he expects to build an elevator of 5,000 bushels or more capacity at Marion, Ohio, in the spring.

A grain elevator will be built at Osgood, Ind., by John Crum, a grain dealer of Delaware, Ind., and W. A. Vayhinger of Osgood.

Samuel Stout of Paoli, Ind., is building an elevator at Salem, Ind. The plans provide for a structure 36x70 feet and 72 feet high.

Funds are being subscribed to build an elevator at Monroe, Ind. Wm. Graham of that town is said to have subscribed \$1,000 of the \$10,000 needed.

Bittle & Bittle of Wingate, Ind., have purchased the other elevator at that point from Henry Bros., and will operate both houses during the busy season.

Emanuel A. Snyder is said to have purchased the A. C. Bell mill and elevator at Circleville, Ohio. The elevator has been operated by the Crites Milling Co.

J. P. Weimerkirch has sold his elevator at Arcadia, Ohio, to E. Huss of that town. The latter has rented the house to Sneeth & Cunningham, of Tiffin, Ohio.

The Interstate Grain Storage Co. of Toledo, Ohio, held its annual meeting January 29 and elected A. Mennel, Isaac Harter, Henry W. Harter, Isaac Harter, Jr., W. F. Day, C. C. Kitzmiller and F. E. Near

as directors. The following officers were elected: President, A. Mennel; vice-president, Isaac Harter; secretary-treasurer, W. F. Day.

George Colby has bought the interest of his partner, James Cuttall, in the Pottersville Elevator Co., of Pottersville, Mich., and has assumed full control of the business.

The Thayer Elevator at Plymouth, Ind., has been purchased by Francis Edward Garn for a reported consideration of \$4,500. The house is said to be the oldest in Indiana.

Patrick Crowley & Son, who recently sold their elevator at Hemlock, Mich., have bought the old City mills at Saginaw, Mich., and have organized the Saginaw Grain Co.

G. F. Ullery of Buffalo, said to be organizer for the "Farmers' Cooperative Warehouse and Elevator Syndicate," was in Huntington, Ind., recently with a view to locating an elevator.

The old house of the Dayton & Michigan Elevator Co., near the C. H. & D. tracks at Toledo, Ohio, is being demolished to make way for a proposed extension of the railroad company's yards.

Gage & Oldaker, proprietors of the Hocking Valley Elevator at Delaware, Ohio, have dissolved partnership, P. W. Gage succeeding. The firm had been in existence for about a year and a half.

J. W. Tidball & Co. of Norwood, Ohio, will build a \$10,000 elevator early this spring. The new house will be in connection with their present quarters at Smith road and the C. L. & N. Railroad.

John Washburn and E. Brown are said to be at the head of a company organized to build and operate an elevator at Morral, Ohio. They expect to have the plant completed early in the spring.

Cutsinger & Webb of Edinburg, Ind., are making repairs on their elevator before the busy season arrives, and among other things are renewing the chain feeder with Constant's B. S. C. chain.

Serven & Hiscock of Montrose, Mich., have equipped their new elevator with a No. 9 Clipper Bean Cleaner with Rubber Clay-Crushing Rolls, Traveling Brushes and Special Air Controller.

A. Boling, of Adams, Ind., who is troubled with water in the elevator boot, bought of the B. S. Constant Co. of Bloomington, Ill., a water-tight boot last month and expects to remedy the difficulty.

F. Thoman & Bro. of Lansing, Mich., are building a new elevator at North Lansing between their mills and the new track they recently laid. The new house will have a capacity of 15,000 bushels.

The Clover Leaf Elevators at Grand Rapids, Ohio, formerly owned by the late H. A. Davis, and operated since his death by the widow, Mrs. Anna Davis, have been sold to F. R. Southard & Co. of Toledo.

Ireton Bros., whose elevator at Van Wert, Ohio, was burned recently, as reported elsewhere in this paper, will at once rebuild. The firm also has elevators at Delphos, Paulding, Tipton and McComb, Ohio.

The Fisher Grain Co. of New Paris, Ind., composed of Benjamin, Henry and Adam Fisher, has been succeeded by Charpie & Rohrer. The retiring firm built a new elevator at New Paris about a year ago.

Articles of incorporation have been filed by the Metamora Elevator Co. of Metamora, Ohio. The capital stock is \$10,000 and the incorporators are F. C. Baluss, J. E. Dawson, E. S. Duvall, Horace Tredway and H. H. Tredway.

John and Adam Gottron, who compose the firm of Gottron Bros., operating a number of lime kilns in Fremont, Ohio, will engage in the grain and coal business. A modern steel tank elevator will be erected at a cost of about \$10,000.

The Westphalia Milling and Elevator Co. of Westphalia, Ind., has filed articles of incorporation with a capital stock of \$10,000. The incorporators are Chas. E. Naney, John Begeman, Loye Begeman, C. C. Stein and Chas. Volle, all of Westphalia.

B. Nofziger, with headquarters at Rochester, Ind., is operating five elevators. Two on the Erie are running their first season. At Walnut, on the L. E. & W., he will erect a new thoroughly modern building of about 12,000-bushel capacity the coming summer.

The Valparaiso Grain and Elevator Co. has been incorporated to do a general grain and flour business at Valparaiso, Ind. The capital stock is \$15,000 and the incorporators are Chas. H. Linder, Fred M. Linder and Wm. C. Linder. The company succeeds Chas. H. Linder.

The Fremont (Ohio) Elevator Co. has incorporated with a capital stock of \$20,000. The incorporators are M. Stamm, D. L. Stults, J. C. Smith, J. A. Stokes and J. F. Karbler. The company will engage in the elevator and grain business at Fremont and Erlin and may build an elevator at Fremont.

The B. S. Constant Co. of Bloomington, Ill., sold the entire equipment of transmission, conveying and cleaning machinery for F. R. Pence's new elevator at Pence, Ind., a new station on the recent extension of the C., E. & I. R. R. from Rossville, Ill., to Williamsport, Ind. This shipment includes

five of Constant's patent Chain Feeders, No. 14 Corn and Oats Cleaner, three "Safety" Wagon Dumps, three water-tight Elevator Boots, two Constant's Dust Collectors and one No. 0 "Western" Sheller. C. A. Drake is the contractor.

Herbert Curtland of Defiance, Ohio, and Wm. Ridenour of Woodsfield, Ohio, have formed a partnership and have let the contract for the erection of an elevator at Defiance. It is said that the house will be one of the largest in northwestern Ohio. Mr. Ridenour is identified with the Standard Oil Co.

The Union Grain & Hay Co. of Cincinnati, Ohio, has increased its capital stock from \$15,000 to \$400,000. A new 200,000 bushel elevator will be built at W. Sixth and Carr streets. The new house will cost between \$100,000 and \$150,000, and be modern in every particular. It will be of wood and steel construction and will be completed by spring. The new stock of the company will be \$150,000 preferred and \$250,000 common. The preferred stock is to be sold to the customers of the company and all the common stock is to be retained by the present stockholders. Over \$100,000 of the preferred stock is already subscribed for.

It is stated that S. E. Willey, C. R. Brown and C. J. Lehne of Venice, Ohio, D. M. Willey of Miami, Ohio, and Gus DeArmond of Okeana, Ohio, will establish grain buying and shipping points at Peoria, Okeana and Scottsdale, Ohio, on the C. R. & M. railroad. The Model Mills at Fremont, Ohio, will be enlarged and the grinding capacity increased. Grain will be hauled from Scottsdale to the mills and the product reshipped at that point. What grain the mills here are unable to handle will be shipped from the elevators to the best markets reached by the C., R. & M. The company will be known as the S. E. & D. M. Willey Grain Elevator Co.

#### WESTERN.

The grain firm of D. R. Roberts & Co., of Logan, Utah, has been dissolved.

The Puget Sound Warehouse Co. of Athena, Ore., recently bought 60,000 bushels of wheat at 67 $\frac{1}{2}$  cents.

The J. Alexander Co. has been incorporated with a capital stock of \$30,000 to deal in grain, wool and general merchandise at Lewiston, Idaho.

The Bartlett-Foote Co. of Tacoma, Wash., has discontinued the retail business and will hereafter do a jobbing business in grain, hay, etc., in carload lots.

The Barnet & Record Co. of Minneapolis has secured a contract for a 50,000-bushel fire-proof storage tank for the Royal Milling Co. of Great Falls, Mont.

R. L. Spiker, manager of the Nez Perce (Idaho) Trading Co., says there is between 150,000 and 200,000 bushels of grain in the hands of farmers on the central prairie that has not been hauled to the railroads.

The Kettenbach Grain Co. of Lewiston, Idaho, recently bought 41,200 bushels of club wheat from the Eastern Washington Improvement Co. for 61 cents a bushel. The grain will be shipped to Puget Sound for export.

The warehouses at Garfield, Wash., received 525,000 bushels of oats and wheat during 1902. This was distributed as follows: A. P. Johnson & Co. received 90,000 bushels of wheat and 85,000 bushels of oats; the Farmers' Warehouse Co., 56,000 bushels of wheat and 38,000 bushels of oats; P. C. Elevator Co., 35,000 bushels of wheat and 28,000 bushels of oats; Tacoma Grain Co., 62,500 bushels of wheat; Interior Warehouse Co., 21,000 bushels of wheat and 34,500 bushels of oats; Tacoma Warehouse & Elevator Co., 30,000 bushels of wheat and 15,000 bushels of oats; L. C. Carson's warehouse, 30,000 bushels of wheat.

#### WISCONSIN.

The Dixon Elevator Co. of Kilbourn, Wis., has sold out to a company represented by Harley Bement.

The S. Y. Hyde Elevator Co. of La Crosse, Wis., has filed an amendment to its articles of incorporation increasing the capital stock from \$200,000 to \$300,000.

Articles of incorporation have been filed by the P. F. Boulay & Brother Grain Co. of Fond du Lac, Wis. The capital stock is \$10,000 and the incorporators are Paul F. Boulay, George Boulay and Anna Boulay.

Pullen & Mathews, dealers in grain, feed and implements at Boscobel, Wis., have been succeeded by Foley & Fryor, a new firm composed of James E. Foley of Boscobel and Michael Fryor of Millville, Wis. The retiring firm have disposed of their building to the new concern for a reported consideration of \$4,000.

The W. W. Cargill Co. of La Crosse, Wis., has bought property fronting on the St. Paul tracks at Fond du Lac, Wis., and will build an elevator and warehouse. As soon as the building is completed the company will do a general grain busi-



ness at Fond du Lac, to which will be added a flour and feed business.

The seventh annual meeting of the Farmers' Elevator Company of Richmond, Wis., was held recently. Officers and directors were elected as follows: President, Peter Thauer; vice-president, Herman Weihert; secretary, John Scheberle; treasurer, E. M. Uehling; directors, K. J. Donohue, F. J. McCall, J. J. Plasil, William Kube, Ernst Krueger.

It is probable that the Carpenter, Cook Co. of Menominee, Mich., will erect a grain elevator on the site of the new L. W. & V. S. Co. mill at Marinette, Wis. This site was bought by the company for that purpose. The mill still stands and it is stated that this building is to be converted into a store house and that an elevator is to be built there.

#### CANADIAN.

The new elevator at Killarney, Man., is about completed.

A charter has been granted the Souris Farmers' Elevator Co., of Souris, Man.

The Bedford Mills Roller Mills Co. of Bedford Mills, Ont., will build a 20,000-bushel elevator.

R. Muir & Co. are doing an extensive grain chopping business in their elevator at Strathclair, Man.

The new 2,000,000-bushel elevator of the Canadian Northern Railway at Port Arthur has been placed in commission.

The Hartney Farmers' Elevator Co. of Hartney, Man., has made application to incorporate with a capital stock of \$20,000.

The Underhill Farmers' Elevator Co., Ltd., of Underhill, Man., has applied for incorporation. The capital stock is \$20,000.

The Lake of the Woods Milling Co. will build new elevators at Newdale, Assa., and Fanning and Hopper, Man., in the spring.

The Dowd Milling Co. will build a 20,000-bushel elevator at Eardley, Que., and also one of 50,000 bushels' capacity in southern Manitoba.

The Barnett & Record Co. of Minneapolis is said to have secured the contract for building the addition to the cleaning elevator at Port Arthur.

It is rumored that the Independent Elevator Co. of Minneapolis and St. Paul will build a line of houses in Canada during the coming season.

The Canadian Baling Company of Montreal, Que., recently added two No. 7 Special Clipper Cleaners with Traveling Brushes and Special Air Controller.

The Northern Elevator Co. is building a 35,000-bushel elevator at Newdale, Assa. It is also stated that an American syndicate will build a house there in the spring.

Only 200,000 bushels of the 1902 crop was handled at Macdonald, Man., up to the middle of last month. In previous years the quantity has been from 350,000 to 400,000 bushels.

The Canadian Pacific has bought property on the waterfront at Fort William and there is considerable speculation as to what use will be made of it. The property is said to be very suitable for another elevator.

The E. S. Harrison Co., in connection with the Barnett & Record Co. of Minneapolis, have obtained the contract for lighting the C. P. R. elevator D at West Fort William. The E. S. Harrison Co. will also install the dynamos and power machinery in the new C. N. R. elevator at Port Arthur.

W. H. McWilliams, president and manager of the Canadian Elevator Co., Ltd., with headquarters at Winnipeg, is quoted as saying that the company would erect between 50 and 75 new elevators at various points in Canada during the coming season. During the past season the company built 17 new elevators along the line of the Canadian Northern Railway and would have built more had it been possible to secure the men and material. It is said that some of the new houses will be located at Canadian Pacific points. Ultimately the company expects to have at least 100 elevators in operation. At every point where an elevator is put in the company has established a lumber yard. Mr. McWilliams thinks this an advantage, as it will enable the firm to keep hands all the year round. When not engaged in the elevators they can spend their time in the lumber business.

As soon as the frost is out of the ground work will be commenced on forty-one new elevators for the Northern Elevator Co. The new buildings will necessitate an expenditure of \$1,720,000 and will increase the elevator capacity of the province of Manitoba and the territories by 2,600,000 bushels. One of the new elevators, and it will be the largest, will be erected in Winnipeg. Fifteen will be put up in Manitoba and the remainder will be distributed at various points in the territories. The elevator for Winnipeg is to have a capacity of 1,000,000 bushels and there has been set aside to meet the cost of its construction the sum of \$120,000. It will be at a point adjacent to the tracks of both the railways. All the other elevators will have a capacity of 40,000 bushels each and they will be located at the points most needing them not

already served by the company. Work will start as soon as the spring season opens and they will be pushed to completion as fast as it is possible, so that all of them will be in readiness to handle the crop of this year.

The failure of the government to appoint a board to fix grain and flour standards as has always been done in the past has aroused a great deal of unfavorable comment on the part of Canadian grain men. Last year the work of the board cost the government about \$500 and the expenditure has been criticized as being out of proportion to the work done. Grain men say that this is an example of unparalleled parsimony.

## BARLEY AND MALT

Valentin Lapp of Lindenau, near Leipsic, Germany, has been granted United States letters patent No. 719,479 on a method of preparing malt for mashing.

The contract for the material for the new barley elevator of Albert Schwill & Co., at South Chicago, has been awarded. There will be twenty-four tanks, 90 feet in height, arranged eight in a row. Hollow tile will be used.

J. O. Smith, dominion immigration commissioner, who has recently returned from England, is of the opinion that Canada can do a profitable export business in barley with the mother country. He says that barley is very scarce in England and is bringing about 80 cents a bushel.

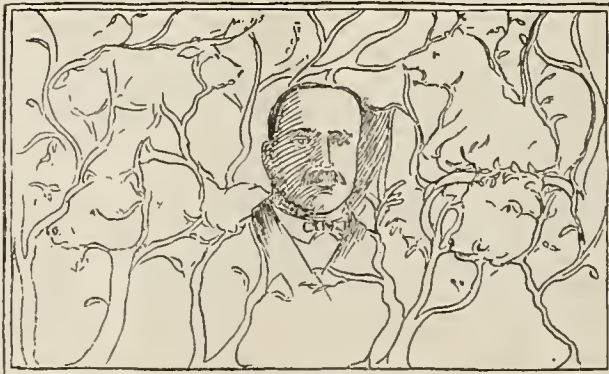
It is said to be planned to convert the outstanding 6 per cent bonds of the Chicago Brewing and Malting Co. into 5 per cents at par. The Chicago Consolidated Brewing and Malting Co., the American corporation which owns and operates the plants, has outstanding first mortgage 6 per cent bonds amounting to \$3,166,000, due July 14, 1910. The interest charge is \$189,960 a year, and on the company's average sales for the last five years this interest charge amounts to about 55 cents a barrel. In the five years the company has paid only one dividend of 2½ per cent on the preferred stock. These bonds are payable at maturity at a premium of 10 per cent—that is, it will take \$1,100 to pay off each \$1,000 bond. Holders propose to waive this 10 per cent and remit 1 per cent of the annual interest, taking a 5 per cent thirty-year bond at par. These new bonds will have a sinking fund provision, whereby the amount outstanding will be reduced to \$2,000,000 within twenty years. The stockholders have appointed a committee to consider the scheme and report. It is stated that holders of about \$2,500,000 of the bonds have agreed to the proposition.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—	Bushels.	Value.
December, 1901.....	10,839	\$ 6,516
December, 1902.....	13,780	6,901
Twelve mo. end. December, 1901	57,491	32,521
Twelve mo. end. December, 1902	54,137	29,412
Exports—		
December, 1901.....	1,073,828	490,642
December, 1902.....	906,223	570,056
Twelve mo. end. December, 1901	8,666,110	3,873,371
Twelve mo. end. December, 1902	8,712,874	4,712,934

#### BARLEY & MALT.

Imports—	Bushels.	Value.
December, 1901.....	250	202
December, 1902.....	106	79
Twelve mo. end. December, 1901	3,295	3,131
Twelve mo. end. December, 1902	3,352	3,831
Exports—		
December, 1901.....	28,436	18,526
December, 1902.....	32,814	25,701
Twelve mo. end. December, 1901	368,892	249,894
Twelve mo. end. December, 1902	405,124	279,353



ZAHM'S PUZZLE PICTURE.

Here's young Mr. Armour. Find whether he is surrounded by Bulls or Bears.—Zahm's Circular.

## COMMISSION

W. J. Pope of Pope, Eckhart & Co., Chicago, has gone to California for the winter.

Noble Jones has been re-instated as a member of the Chicago Board of Trade. He was suspended several years ago.

Col. Isaac L. Ellwood, a special partner in the firm of Harris, Gates & Co., New York and Chicago, will retire February 28.

John J. Mahon and Michael J. Brennan have formed a partnership and will represent Ware & Leland of Chicago in Baltimore.

A. W. Lloyd, formerly traveling representative for the Illinois Grain Dealers' Association, is now with Fyfe, Manson & Co. of Chicago.

The J. A. McDermitt Grain Co. of McKinney, Texas, has opened an office at Oklahoma City, Okla., with O. Saunders and Lloyd Roberts in charge.

Edward L. Brewster of Brewster & Co. has sold his membership on the Chicago Board of Trade. The firm is now represented on 'change by Edward P. Russell.

The John Miller Co. of Duluth and Minneapolis was recently fined \$500 for a technical violation of one of the rules of the Minneapolis Chamber of Commerce.

Arthur R. Sawers, manager of the El Paso, Tex., branch for J. Rosenbaum Grain Co., Chicago, was in the latter city on a business trip during the first part of February.

Wilson, Van Fleet & Lowman, correspondents for Ware & Leland of Chicago, have opened an office at Bloomington, Ill. The firm has offices in Champaign, Urbana and Monticello.

A. W. Lloyd, recently traveling representative for the Illinois Grain Dealers' Association, has accepted a position to represent Fyfe, Manson & Co. of Chicago in western territory.

George H. Webster, for many years of the firm of Armour & Co., has sold his membership on the Chicago Board of Trade. Mr. Webster is now the president of the Chicago Savings Bank.

Charles E. Lewis & Co., grain commission and stock brokerage, Minneapolis, have dissolved. The business will be continued by Charles E. Lewis and John E. Fritsche, under the old firm name.

James H. Windsor, for over thirty years a member of the Chicago Board of Trade, has sold his membership. Mr. Windsor is a resident of Des Moines, Iowa, and is interested in the Des Moines Packing Co.

H. W. Booth & Co. of New York City have incorporated with a capital stock of \$10,000 to deal in grain, etc. The directors are H. W. Booth of New York City, W. M. Booth of Sanquait and W. M. Booth, Jr., of Cortland.

E. H. Prince made a number of changes in the arrangements of his general offices in the Royal Insurance building, Chicago, during the past month, adding new partitions to make several private offices for heads of departments.

The John Mullally Commission Co. of St. Louis, Mo., has engaged Stanley Winterbower to represent the house in southwestern territory. Mr. Winterbower comes from Overton, Mo., where he was engaged in the grain business with his father.

Henry W. Brown, grain, hay, etc., 850 West Sixth street, Cincinnati, Ohio, has admitted Wm. G. Stueve to partnership. The firm name will be Henry W. Brown & Co. Mr. Stueve has been associated with Mr. Brown for a number of years.

The McVicker Grain Co. of Minneapolis is reported to have suspended, with liabilities of about \$8,000. The firm did a commission business and had offices in the new Chamber of Commerce building. It is said that the indebtedness will be liquidated.

R. E. Brannan has opened offices in the Williamson building at Cleveland, Ohio, and will do a grain and stock brokerage business. Mr. Brannan has been manager at Beloit, Wis., for the Hadden-Rodee Co. of Chicago and later manager of the Cleveland office of E. F. Rowland & Co.

The Dickinson Trading Company has been incorporated to carry on a general grain business at Minneapolis. The capital stock is \$25,000 and the officers and incorporators are as follows: William H. Bennett, president; Frank W. Lauderdale, vice-president; Adelbert R. Taylor, secretary; William A. Koon, treasurer, and David F. Stanford.

The J. Rosenbaum Grain Co. of Chicago pays a tribute to St. Valentine in their advertisement in this issue. The company's poet has made some appropriate verses in a very artistic setting of a heart with Cupid at the top aiming his arrow to a couple who are seated beneath. The refrain which the poet (presumably Cupid) sings is that the J.



Rosenbaum Grain Co. is the right firm for country dealers to ship to.

The Garrett-Kennedy Grain Co. is the style of a new commission house that has commenced business at Kansas City. The company has a capital stock of \$10,000, paid up, and W. L. Garrett is president and J. H. Kennedy secretary and treasurer. Both of these gentlemen are well known in Kansas City grain circles.

The firm of A. O. Slaughter & Co., of Chicago, was dissolved February 1 by the retirement of A. O. Slaughter, and has been reorganized under the firm name of A. O. Slaughter, Jr., & Co. The head of the new firm is the son of A. O. Slaughter, and the other members are Henry B. Slaughter and Frank W. Thomas. The latter was for several years manager of the old firm and H. B. Slaughter represented it on the Board of Trade. A. O. Slaughter, the retiring member, was one of the earliest Chicago members of the New York Stock Exchange. He was in business at the time of the Chicago fire and was the first to renew telegraphic communication with the New York Exchange after the fire. He is 63 years old and during the past year has been absent from Chicago much of the time on account of his health.

## THE EXCHANGES

H. A. Foss has been reappointed weighmaster of the Chicago Board of Trade.

Option trading was inaugurated on the Superior (Wis.) Board of Trade February 1.

The latest quotation for Chicago Board of Trade memberships is \$3,625 net to the buyer.

The Duluth Board of Trade recently adopted a resolution urging freer trade relations with Canada.

The directors of the Chicago Board of Trade have given notice that trading after hours must be stopped.

A board of trade is being organized at St. Joseph, Mo. T. P. Gordon, a grain dealer, is one of the promoters.

Charles T. Sowle, who had an extra membership in the Minneapolis Chamber of Commerce, recently disposed of it for \$3,100.

H. T. Gubbins, R. P. Kettles, J. A. Costello, H. R. White and Seth Catlin have been appointed official grain samplers of the Chicago Board of Trade.

Paul Jarvis, the retiring secretary of the grain section of the Toronto Board of Trade, was presented with a handsome silver-mounted suit case by the members.

The smoking room of the new Minneapolis Chamber of Commerce has been thrown open. The design is in old German style and is a copy of an old studio in Leipzig.

A general meeting of the Minneapolis Chamber of Commerce will be held February 17, at which time a vote will be taken on a proposed amendment to one of the rules.

The Winnipeg Grain and Produce Exchange will make application at the next session of the legislature to amend its charter by striking out the clause "residents of Canada."

The New Orleans Board of Trade has elected the following officers: J. Henry Lafaye, president; James W. Porch, Simon Steinhardt and William E. Stauffer, vice presidents.

William F. Wheatley, for thirty-five years secretary of the Baltimore Chamber of Commerce, has retired and accepted the presidency of City Trust and Banking Co. of Baltimore.

James A. Clark has been elected vice-chairman of the wheat committee of the Baltimore Chamber of Commerce, to succeed William M. Knight, recently elected to the board of directors.

There is talk of the Milwaukee Chamber of Commerce amending its rules so as to prohibit its members from belonging to or trading with the Chicago Open Board, or any firm using its quotations.

The managers of the New York Produce Exchange have framed a strict rule against any member doing business with bucket shops or any one associated with bucket shops in any way. The matter will be voted on February 19.

It was announced February 2 that the New York Produce Exchange gratuity year ends with a surplus of \$780,000, or \$30,000 over the required amount, and with only fifty assessments. This is said to be the best showing in some years.

The grain committee of the San Francisco Merchants' Exchange, by a unanimous vote, has adopted a resolution that no Walla Walla wheat shall be allowed in piles of wheat inspected by the chief inspector of the Merchants' Exchange, and instruct-

ing the chief inspector not to certify to any wheat, graded or otherwise, that contains Walla Walla wheat.

H. C. Avery of H. C. Avery & Co., and R. E. Pratt and C. W. Buckley of Pratt & Buckley were suspended for one day by the directors of the Chicago Board of Trade as a result of July oats deal.

Members of the Kansas City Board of Trade are fighting the raise in rents that has been threatened against the grain men in the Exchange building. There is said to be a movement on foot to erect a building especially for the Board of Trade.

The grain section of the Toronto Board of Trade has elected the following officers for the ensuing years: J. C. McKeggie, chairman; H. Shaw, vice-chairman; executive committee—C. W. Band, John Fisher, John Carrick, S. McNairn and D. O. Ellis.

At the sale of the sample tables of the Chicago Board of Trade, January 26, the premiums for choice amounted to \$6,228.50. This was \$1,800 more than a year ago. The highest premium paid was \$80; Bartlett, Frazier & Co. taking two at this price and Creighton & Co., one.

The grain department of the San Francisco Merchants' Exchange was moved January 31 from the old quarters on California street to new offices at 327 and 329 Sansome street. The farewell exercises in the old building included an address by Horace Davis, the first president of the organization.

We have received a copy of the First Annual Report of the Merchants' Exchange of San Francisco, for the year ending July, 1902. This is the new consolidated exchange, which had a membership at the date of this report of 474. It contains the usual compilations of statistics regarding climate, production, commerce, prices, etc.

An "Historical Sketch of the Chicago Board of Trade Battery" has been prepared for the purpose of perpetuating in some degree the memory of this organization. The work is compiled chiefly from memory and a few records of individual members, as all the records and many of the mementos of the organization were destroyed in the Chicago fire.

Members of the Chicago Board of Trade voted on three proposed amendments January 26. The proposition to increase the membership transfer fee from \$25 to \$100 for the purpose of providing a sinking fund was lost. The amendment to strike out the description of "standard" oats from Board of Trade rule was carried, as was also an amendment prohibiting any member of the regular board from doing business on any other grain exchange in the city. Nor can any regular member do any business for a member of the "open board."

The annual meeting of the Chicago Board of Trade was held January 12. The report of the directors laid special stress on the Board's war on bucket shops. The financial report showed: Cash on hand \$19,411.82, as against \$10,815.04 at the corresponding date of 1902. Amount received from quotations during the year last past, \$28,277.56 net, as against \$4,342.73 for the year ended January 6, 1902. There is to the credit of the Board with the telegraph companies under contract \$16,875. The bonded indebtedness of the Board is \$1,240,000, due in the year 1927, bearing 4 per cent interest. Disbursements on real estate account, exclusive of construction, interest and insurance, amounted to \$66,506.65. The number of memberships transferred during the year was 175, yielding \$4,375.

The first meeting of the newly elected directors of the Chicago Board of Trade was held January 13. The following officials were reappointed: Secretary, George F. Stone; assistant secretary, R. S. Wellington; treasurer, E. A. Hamill; treasurer of clearing house, John C. Black; manager of clearing house, Samuel Powell; attorney, H. S. Robbins; provision inspector and registrar, John A. Tohey. Other appointments were postponed. The president also announced the following, among other committees, of the Board of Directors for 1903: Executive—W. L. Gregson, Thomas C. Edwards, George F. Bridge; Rules—William Chadwick, R. D. Richardson, George W. Patten; Membership—W. L. Gregson, H. M. S. Montgomery, H. B. Slaughter; Warehouse—R. D. Richardson, Frederick W. Smith, J. B. Adams; Clearing-house—H. B. Slaughter, H. M. S. Montgomery, John H. Jones; Market Report—W. S. Warren, Frederick W. Smith, Robert Bines; Violation of Rules—W. L. Gregson, W. S. Warren, William Chadwick, John H. Jones, H. B. Slaughter, F. A. McClean, Jr.; Transportation—William Chadwick, George F. Bridge, George W. Patten, W. N. Eckhardt, R. S. Lyon, B. A. Eckhardt, H. F. Dousman, H. H. Peters, Richard Gambrill; Weighing—Frederick W. Smith, R. D. Richardson, George F. Bridge; Flaxseed Inspection—William Chadwick, T. M. Hunter, Albert Seckel, P. H. Eschenburg, George E. Alt; Other Inspections—H. B. Slaughter, R. D. Richardson, E. W. Wagner; Arbitration on Grass and Field Seeds—T. M. Hunter, C. A. Heath, Albert Seckel, F. E. Winans, George S. Green.

### ANNUAL ELECTION AT PEORIA.

The annual election of the Peoria Board of Trade was held January 12. Officers were elected as follows:

President, Robert D. Clarke; vice presidents, C. J. Chism and E. C. Coffey; secretary, Robert C. Grier; treasurer, Walter Barker; directors—T. A. Grier, J. M. Quinn, Ben Warren, Jr., Warren F. Buckley, P. S. Nowland, Alexander G. Tyng, W. B. Woolner, C. C. Miles, Dan Mowatt, Robert Vantassel.

The full vote of the Board was polled. After the election Robert Clarke, the new president, tendered the election board a dinner at Turner's.

### ANNUAL ELECTION AT MONTREAL.

The Corn Exchange Association of Montreal met in annual session January 28. The secretary's report on election of officers showed that the following had been elected:

President, Mr. James Carruthers, by acclamation; treasurer, Mr. Norman Wight, by acclamation; committee of management—Messrs. A. E. Cook, George A. Thomson, E. S. Jaques, R. W. Oliver, A. E. Lahelle, Alfred Chaplin and James Cuttle; board of review—Messrs. T. A. Crane, chairman; C. B. Esdaile, W. I. Gear, Edgar Judge, G. M. Kinghorn and J. B. McLea, by acclamation.

The retiring president, W. L. Gear, occupied the chair and delivered his annual address. A number of matters were discussed.

### ANNUAL ELECTION AT WINNIPEG.

At the annual election of the Winnipeg Grain and Produce Exchange, held January 14, the following officers were elected:

President, Fred Phillipps; vice-president, A. R. Hargraff; secretary-treasurer, C. N. Belt; council—C. Tilt, G. R. Crowe, R. Muir, C. A. Young, S. Spink, E. O'Reilly, John Love, H. N. Baird, Thomas Thompson, Alexander Reid, W. L. Parrisi; arbitration committee—S. Spink, John Love, G. R. Crowe, Robert Muir, C. A. Young, Thomas Thompson, Alexander Reid; committee on appeals—W. W. McMillan, S. P. Clark, T. L. Morton, W. H. McWilliams, H. S. Patterson, W. A. Matheson, F. O. Fowler.

Owing to the absence of the retiring president, C. A. Young, M. P. P., the regular address of the president was omitted. The secretary submitted the annual report of the council, which was unanimously adopted as printed.

### ANNUAL ELECTION AT BOSTON.

The annual meeting of the Boston Chamber of Commerce was held January 20.

Treasurer D. D. Morss' report of the chamber's resources and liabilities showed a total of \$516,881, which includes \$500,000 of real estate. The building is mortgaged for \$160,000.

The election of directors proved of great interest. For the four positions there were five candidates. Balloting continued an hour and a half, when 359 members had voted, the Australian system being carried out in detail.

Although there was no announced opposition to President Lincoln to reelection, the ballots showed: Mr. Lincoln, 297; Thomas Ronald, 31. George H. Leonard and John F. Crocker were elected first and second vice-presidents, respectively, by a practically unanimous vote.

The vote for directors resulted as follows: John M. Hawkins, 284; Albert C. Tufts, 269; Benjamin L. Colby, 255; Charles H. Farnsworth, 244, and Henry A. Johnson, 174.

## FLAXSEED

Final government figures place the flax acreage for North Dakota at 2,160,000 acres, and the yield at 25,000,000 bushels.

The Ontario Linseed Oil Co. of Owen Sound, Ont., has filed articles of incorporation. The capital stock is \$100,000 and the provisional directors include S. J. Parker, J. Parker and A. Reed.

The new flax fiber mill at Fosston, Minn., owned by C. M. Swartz, has now been in operation for about six weeks and is doing a profitable business. It furnishes the farmers of the section a market for a product that has heretofore been worthless.

G. F. Piper of Minneapolis and W. D. Douglas of Chicago have purchased a tract of about eight acres of land on Long Island, to extend their linseed oil business. The property is in the vicinity of Long Island City and about four miles from New York City hall. It has a frontage of 460 feet on Newton Creek, which has an 18-foot government channel, and is 800 feet in depth. It has also good railroad transfer facilities.



## FIRES--CASUALTIES

W. H. Snoodly was seriously injured by being caught in the machinery at the Doyle Elevator in Arcola, Ill.

The base of the large water tank of Carrington, Patten & Co. at Monarch, Ill., was slightly damaged by fire recently.

The elevator at Poplar Grove, Ill., caught fire January 20, but the blaze was extinguished before serious damage was done.

A cylinder on the engine of the elevator at Abingdon, Iowa, blew out recently and caused the house to shut down for some time.

A. F. Happer of the firm of Beggs & Happer, proprietors of the elevator at Farmingdale, Ill., was caught in the machinery and killed.

Fred Cushing, an employe in a wheat warehouse at Bolles Junction, near Waitsburg, Wash., was injured by the falling of a pile of wheat sacks.

A fire was discovered in the office of Fred G. Lewis & Co.'s elevator at Binford, N. D., recently, and extinguished before serious damage resulted.

The main line shaft in the elevator at Rock City, Ill., broke January 24, and the house was shut down for some time while the damage was being repaired.

It is reported that the Lyons Elevator at Manhaven, N. D., was damaged by a recent wind storm and that between 400 and 500 bushels of wheat were lost.

Fire at Peterborough, N. H., January 15, destroyed a number of buildings including the elevator and grain mill of Walbridge & Taylor. The firm's loss was \$6,000, fully insured.

Jossman & Allen's elevator at Leonard, Mich., was burned to the ground January 24. The loss is placed at \$10,000 with insurance of \$4,000. The cause of the fire is unknown.

The Cargill Elevator at Johnson, Minn., was burned recently, together with 4,000 bushels of grain and three box cars. Agent W. D. Wright saved the books and the horses.

Elevator A of the J. K. Davidson Grain Co. at Parsons, Kan., was damaged by fire February 3. A quick response on the part of the fire department saved the plant from destruction.

The old Danville Elevator at Ashland avenue and Fuller street, Chicago, was burned February 6. The house had been dismantled and was being wrecked. The loss is placed at \$8,000.

The bay and grain warehouse of Ware Bros., at Silver City, N. M., was totally destroyed by fire January 13. Allan Ware, of the firm, says that the loss was \$1,000, with insurance of \$600.

The two-story building at Stoughton, Mass., owned and occupied by T. E. Robbins as a warehouse for hay and grain, was gutted by fire recently. The loss was \$2,500 and the insurance \$1,600.

An elevator at Des Laces, N. D., was burned January 23, as a result of rear-end collision between two freight trains on the Great Northern railroad. The fire started from the wrecked engine.

Terwilliger & Dwight's elevator at Jefferson, S. D., containing 7,000 bushels of wheat and 2,000 bushels of corn, burned February 4. The loss was reported at \$15,000; insured. The cause of the fire is not known.

The St. John Grain Co. has closed its new elevator at Elmore, Minn., on account of the breaking of the cylinder head of the gasoline engine. Walter McRellar, who was in charge of the house, has gone to St. James, Minn.

The elevator at Moorhead, Iowa, was damaged in an unusual way recently. Someone brought in a quantity of wheat weighted with bricks and when an attempt was made to elevate the grain the machinery was badly wrecked.

The Atlas Elevator Co.'s elevator at Doland, S. D., managed by D. M. Bannister, was damaged by fire January 17. The house contained about 12,000 bushels of wheat, most of which was saved. The loss is fully covered by insurance.

The Atlas Elevator Co.'s house at Buck Grove, Iowa, which was in charge of John Doyle, burned January 12. The fire was discovered by Clarence Iseminger, agent for the Nevada Elevator Co., who saw smoke coming from the engine room. No statement of loss or insurance has been given out.

The Atlantic Elevator Co.'s plant at Elbow Lake, Minn., was burned January 7. The cause of the fire is not known, but is thought to have been a hot journal. Within an hour after the blaze was discovered the building was entirely destroyed. Two box cars loaded with wheat were also burned. The elevator was built in 1899 to replace one burned that year. The Atlantic Elevator Co. carried blanket insurance on the building and contents to the full value.

The plant of the Ontario Malting Co. at Oswego, N. Y., owned by Elliott B. Mott and Wm. A. Waite, was destroyed by fire February 10. The house contained 100,000 bushels of grain and the loss will aggregate \$100,000; covered by insurance.

The Hoffman elevator at Enterprise, Kan., was burned January 31. The fire is supposed to have caught from the electric dynamo. The house was valued at \$10,000 and contained \$1,500 worth of grain. The building was insured for \$4,000.

R. Muir & Co.'s elevator and mill at Gladstone, Man., burned January 28. A spark from a locomotive is believed to have caused the fire. Loss on buildings and machinery, \$20,000; insurance, \$14,000; on grain and flour, \$10,000; insurance, \$16,700.

Henry Schulenberg's elevator at Kingman, Ind., which was operated by Swain & Madden, was destroyed by fire January 16. The fire started in the engine room. The loss on the building was \$3,000, with insurance of \$1,200. The contents were insured for enough to cover the loss, which was \$2,000.

The De Smet, S. D., elevator of the Atlas Elevator Co. was burned January 26. The fire started in the cupola and was discovered about 9:30 p. m. The house contained a comparatively small amount of grain. The loss is \$6,000, fully insured. The Western Elevator, near by, was damaged to the extent of \$200.

A 30-foot addition to the main building of the Harvard Milling and Power Co.'s plant at Harvard, Neb., collapsed January 21 and scattered 5,000 bushels of wheat over the ground. An imperfect weld in one of the rods with which the addition was stayed to the main building is said to have caused the break.

The elevator of the Merchants' Elevator and Warehouse Co. at Memphis, Tenn., was damaged to the extent of between \$5,000 and \$10,000 by fire January 17. The blaze started at 7:45 p. m. and was discovered at once. It was gotten under control after an hour's hard work. The loss is fully covered by insurance.

Fire January 12 damaged the engine house of Counselman & Co.'s elevator at Manson, Iowa. Manager Maher is at a loss to account for the fire, as the engine was not running. There was, however, a quantity of slack coal in the room and this may have ignited spontaneously. The elevator was saved by good work on the part of the local fire department.

The 90,000-bushel elevator of Ireton Bros. at Van Wert, Ohio, was burned January 17. The house was full of grain and clover seed. Thomas Ireton, senior member of the firm, estimates the loss on the building and machinery at \$14,000, and on the contents at \$52,000. The insurance aggregates \$22,000. The salvage on the damaged grain will probably amount to \$15,000. The burned house will be rebuilt.

The grain elevator of Lyons & East, at Cerro Gordo, Ill., containing 50,000 bushels of corn and oats, was burned to the ground shortly after 12:30 o'clock a. m. January 12. The fire started in the driveway from an unknown cause and within a short time the entire building was in flames. The books and papers were saved, but as the town has no fire protection no effort was made to save the elevator. It was insured for \$17,000.

Heising Bros.' elevator at Northwood, N. D., was burned January 13. The fire was discovered at 11:15 p. m., and is said to have originated in the engine room. It spread rapidly and owing to the bitter cold weather the fire department was not able to put up much of a fight against it. The house contained about 3,000 bushels of grain and the total loss was between \$7,000 and \$8,000, with insurance between \$5,000 and \$6,000. The elevator will be rebuilt.

John Blair's elevator at Sheffield, a station eight miles east of Huron, S. D., was burned January 29. The fire started from a defective flue and the building was entirely consumed. The loss is \$12,000 and insurance \$800. The house contained 11,000 bushels of wheat and a quantity of other grain. This is the second elevator loss sustained by Mr. Blair at the same point, the other incident being the bursting of the elevator six or seven years ago, at which time 11,000 bushels of wheat was dumped onto the ground.

Fire at McGregor, Iowa, at 3 o'clock a. m. January 21, destroyed the elevator of the Spencer Grain Co. and the warehouses of the Hunting Grain Co. and Gilchrist & Co. The fire started in the engine room of the Spencer elevator. The house was over 100 feet high and contained about 90,000 bushels of grain. Mr. Davidson, the manager, slept in the office, and in attempting to save some papers both Mr. Davidson and W. Merritt were injured by the explosion of grain dust. Mr. Davidson was badly hurt and his condition was reported serious. The warehouses of the Hunting Grain Co. and Gilchrist & Co. were totally destroyed.

The Gilchrist house contained about 2,000 bushels of rye. The total loss is estimated at \$100,000, partially covered by insurance.

The elevator of Collier & Songer at Freeland Park, Ind., collapsed January 28. The house contained 86,000 bushels of grain and it is supposed that the supports on one side gave way under the heavy load. The structure, which cost \$8,000 to build, is a total wreck. The grain was run through Kirkpatrick Bros. and the loss on this will probably be small. Collier & Songer will rebuild.

D. N. Dunlap's elevator at Fontanelle, Iowa, was burned January 12. The loss was about \$10,000 and was covered by insurance. The fire is supposed to have been of incendiary origin as there had been no fire in the elevator all day, and no trains had passed to set it on fire by sparks. A few months ago, it is said, that Mr. Dunlap received some threatening letters telling him that if he did not leave a certain amount of money in a certain place the writers would burn his elevator. He refused to leave the money as requested, and the fire is supposed to have been the result.

Fire which originated in an adjoining building burned out a storehouse of the Empire Hay and Grain Co. at Albany, N. Y., shortly before midnight January 28. The building was filled with baled hay and this was packed against the doors in such a manner that it prevented the firemen gaining an entrance. F. J. Wands stated that the burned building contained about \$2,000 worth of baled hay and \$500 worth of rye straw. This was insured for about two-thirds of its value. The company has a number of other storehouses in the city and were not greatly inconvenienced by the fire.

Elevator B, of the Eckhart & Swan Milling Co. at Carroll avenue and Ada streets, Chicago, was damaged by fire, which broke out shortly after 8:30 o'clock January 19. The house contained between 100,000 and 150,000 bushels of wheat, part of which was owned by the Northwestern Yeast Co. The Eckhart & Swan grain was insured for \$62,500 and the loss was 60 per cent. The grain belonging to the yeast company was insured for \$57,000 and on this the loss was 30 per cent. The loss on the building was 40 per cent. The cause of the fire is unknown, but is supposed to have been spontaneous combustion. The first alarm was followed by a call for extra fire engines, and by hard work the fire was prevented from spreading to the mill proper.

## SEEDS

A good trade in seeds is reported from Indiana. Grass seeds are particularly in demand.

The Vogeler Seed & Produce Co. of Salt Lake City, Utah, has installed a No. 9 Clipper Cleaner.

Wm. Ewing & Co., seed dealers of Montreal, Que., have made extensive alterations in their warehouse.

Ambrose L. Fisher, a seed dealer of Brockville, Ont., has assigned to George A. Dana. A meeting of creditors was held February 2.

The Hathaway-Keath Seed & Produce Co. of Mexico, Mo., has added a No. 9 Traveling Brush Clipper Cleaner with Air Controller.

N. J. Harris, secretary of the Iowa Seed Corn Breeders' Association, has resigned and has been succeeded by Fred Hethenshaw of Des Moines.

B. E. Martin of Salem, Ill., has improved his cleaning equipment by adding a Clipper Seed Cleaner with Traveling Brushes and Air Controller.

The Minnesota experiment station has received more requests for seed corn this season than have been received before in all the time the station has been in existence.

C. P. Coy, Son & Co., of Valley, Neb., who have incorporated with a capital stock of \$12,000, as reported elsewhere in this paper, will deal in seeds in addition to handling grain.

The Steele-Briggs Seed Co. of Toronto, Ont., and Winnipeg, Man., has installed a No. 7 Special Clipper Cleaner with Traveling Brushes and Air Controller at the Winnipeg branch.

The seed elevator of Rogers Bros. at Alpena, Mich., has closed its season's operations. The firm reports a good season. Over 100 hands were employed during the three months' run.

The Griswold Seed Co. of Lincoln, Neb., is having hard work to secure cars. It was stated early in the month that the company had orders for fifty cars of seed corn to be shipped to Texas and could not get the cars in which to make shipments.

The annual meeting of the Illinois Seed Corn Breeders was held at Champaign January 28. The following officers were elected: J. H. Coolidge, president; E. E. Chester, vice-president; John R. Clisby, secretary-treasurer; J. L. Reid and J. O.



Toland, members of the executive board. A new statement of the processes of corn breeding and the definition of a corn breeder were authorized.

From London comes the report of a good demand for red clover seed. The general shortage of the world's crop, the increased demand from the continent and the active buying in England for spring seeding is said to be causing an excited market.

The Illinois Corn Growers' Association held its annual meeting at Champaign, January 29. E. E. Chester of Champaign was elected president, Will H. Young of Athens, secretary, and H. A. Winter of Wenona, treasurer. The six vice presidents will be appointed by a committee.

At the recent meeting of the Indiana State Corn Breeders' Association, F. McMahan of Liberty was elected president, T. A. Coleman of Rushville, vice-president, and Scott Meiks of Shelbyville, secretary. The association recommended three sub-experiment stations in Indiana; one to be located in the north-eastern part and one in the southwestern part.

The Nebraska Corn Improvers' Association met at Lincoln January 22. President Lee Smith delivered his annual address and T. L. Lyon, of Lincoln, spoke of the experiments conducted by the association. Others spoke on scientific methods of raising corn. The following officers were elected: Lee Smith of De Soto, president; William Ernst of Graf, first vice-president; D. F. Stouffer of Bellevue, second vice-president; Joseph Hall of Tekamah, third vice-president; H. J. McLaughlin of Doniphan, fourth vice-president; Y. S. Cobledick of Alma, fifth vice-president; T. W. DeLong of Ainsworth, sixth vice-president, and T. L. Lyon of Lincoln, secretary-treasurer.

The Iowa Corn Growers' Association has been formed. Farmers directly or indirectly engaged in the growing of corn are eligible and also professors, instructors and students of agricultural colleges and editors of agricultural papers. It is the purpose of the association to improve and develop varieties of corn, to find standard varieties suitable for Iowa, and to better the methods of corn cultivation. Instruction in corn judging is also an object. The state will be divided into nine districts of eleven counties each, and clubs will be formed in these districts, both district clubs and county clubs. It is planned to offer large prizes for the best judging at the next judging school at Ames, and it is believed the effect will be to largely increase the quality of the corn crop of the state. The new organization should not be confounded with the Iowa Seed Corn Breeders' Association, which is a separate organization.

## TRANSPORTATION

The Illinois Central has placed an order for 2,000 freight cars of 80,000 pounds' capacity each.

The western roads have issued blockade notices because of the inability of the eastern roads to handle the traffic.

It is announced that the Canadian Pacific will spend at least \$1,000,000 this season in improving its lines and facilities in British Columbia.

A new schedule of interstate rates on grain and grain products, effective February 10, has been issued by the Texas railroad commission.

The Lake Shore has removed its embargo on grain and is taking grain originally consigned to it, but is refusing to accept cars billed to other roads.

A regular train service has been established on the recently completed extension of the Chicago, Rock Island & Pacific from Lawton, Okla., to Waurika, Okla.

A number of improvements in the freight terminals of the Burlington System at Kansas City are to be made. A yard with a capacity of 6,000 cars is to be built.

The grain men of Omaha have decided to let the Commercial Club of that city champion their cause in the fight for railroad rates that will permit the establishment of a grain market at Omaha.

The contract has been awarded for grading 118 miles of the Muskogee Southern Railway. The contract calls for 71 miles southeast from Muskogee, I. T., and 47 miles northwest from that point.

The car shortage on the C. B. & Q. continues and is said to be causing great inconvenience to grain and hay dealers on the system. On the Galesburg division alone a shortage of 300 cars was reported recently.

At a meeting of traffic officials of the eastern and northwestern roads, held in Chicago January 31, an agreement was reached whereby the rates on grain and grain products between the east and northwest will be in charge of a committee composed of representatives of both interests. It is expected that differences which have existed for

years between the eastern and northwestern roads over grain and grain products will not be apparent in the future.

About 70 per cent of the St. Louis & San Francisco extension from Enid, Okla., to Tulsa, I. T., has been graded. From Tulsa the road will extend to Ft. Smith, making the line more than 250 miles in length.

A meeting of freight representatives of all lake carrying lines and of their connecting railroads was held in Chicago recently to discuss rates for the months of navigation and to determine upon divisions of revenue.

The steel steamer James Skeefe of the Great Lakes and St. Lawrence Transportation Co. was launched at Buffalo January 31. This is one of the fleet of ten steamers to ply between Quebec and the upper lake ports.

The Chicago & North-Western is refusing re-signing orders for the Baltimore & Ohio (export), Grand Trunk, Wabash (Buffalo division), Pennsylvania west of Pittsburg, Nickel Plate, Michigan Central, Chicago & Erie, Eastern Illinois, or the Lake Shore.

Notice is given by the Pennsylvania system that in addition to its embargo on grain, hay and lumber it cannot accept freight in carlots for points east of Johnstown, Pa. Exception is made to carloads of live stock, dressed beef, provisions and other perishable products.

The Illinois Central posted a notice February 6 declining to accept any orders whatever on through billed grain, owing to the inability of eastern roads to transfer it promptly. Orders for switching of transit grain will be accepted only on guarantee of prompt switching and unloading and return of cars within five days.

The following notice was recently issued to agents of the St. Paul system: "Until further notice discontinue loading carload freight in Chicago, Milwaukee and St. Paul cars for delivery on connecting line rails or for points beyond Chicago. No freight will be accepted for Chicago or for re-consignment except for delivery on our own rails."

The Chicago Great Western Railway has opened a new freight and passenger line from Minneapolis into southern and southwestern Minnesota. This is via the road's old lines to Red Wing, thence over the old Duluth, Red Wing & Southern line to Zumbrota, thence over its new line to Rochester, and from Rochester over the Winona & Western lines to Osage, Iowa.

The Baltimore and Ohio has raised the embargo on all freight as far east as Baltimore. This action is pleasing to Baltimore grain men, as the delay in shipments from the west caused them great inconvenience. Some time ago a committee of the Chamber of Commerce called on the vice-president of the Baltimore and Ohio and requested him to do all in his power to hurry up the delayed shipments. The raising of the embargo was a result of this conference.

The property of the Northern Steamship Co., consisting of six large freight carrying steamers and the docks and Great Northern Elevator at Buffalo, has been transferred to a syndicate of eastern roads said to include the New York Central, Lehigh Valley, Pennsylvania, Erie and Lackawanna. The Northern Steamship Co. was organized by J. J. Hill to give Duluth and the twin cities equal rates on east-bound freight to the seaboard with other points in the lake region. The Great Northern Elevator was built a few years ago at a cost of \$1,000,000.

Some vesselmen are taking grain at Chicago for winter storage and spring delivery to Buffalo on a basis of 2½ cents for wheat. One barge has been placed for clipped oats at South Chicago at 1½ cents, which is better than 2½ cents on wheat. The available tonnage at the lake ports is placed at 8,150,000 bushels, as compared with 13,130,000 bushels a year ago. Among the vessels that have loaded are the following: C. F. Bielman, City of London, Parks Foster, Germania, W. B. Morley at Chicago, and W. L. Baum, Ravenscraig, Raleigh and Amora at South Chicago. The cargoes are corn, oats and wheat.

On January 12 the C. B. & Q. R. R. issued a new loading rule, making the minimum car load of oats 10,000 pounds less than the marked capacity of the car. This was reported to Secretary Stibbens of the Grain Dealers' Association by interested parties, and he took the matter up with the freight traffic manager of the C. B. & Q. R. R. on January 21. Under date of January 23 Freight Traffic Manager Thos. Miller notified Secretary Stibbens of the National Association as follows: "I inclose herewith copy of our special rules and regulations, which shows, with other matters, the maximum and minimum weights on grain in car loads. We will change our minimum on oats to 30,000 pounds per car by the issuance of an amendment. The shelled corn is provided for, and I think that, with the amendment on the oats matter, our patrons will be able to load to the minimum weights as provided."

## OBITUARY

H. J. Porter, a dealer in grain, etc., at Freeport, Ill., is reported deceased.

John Eisner, a former member of the Chicago Board of Trade and an ex-alderman, died recently.

William Clark, wheat buyer at Argyle, Minn., for the Minneapolis and Northern Elevator Co., died January 19 of pneumonia.

Reuben Worster, formerly in the grain business at St. Louis, died recently in California, where he had gone in search of health.

William F. O'Leary, for the past 20 years in the grain business at Grand Rapids, Mich., died suddenly January 20 from heart failure.

Mark Burnham, a grain buyer at Conger, Minn., committed suicide January 15 by shooting himself through the heart. He was 22 years old.

G. T. Bellamy of the firm of Bellamy & Smith, dealers in grain and lumber at Nashua, Iowa, died recently. He was one of the earliest settlers of Nashua.

Warren Reifsnider, a prominent and active member of the Chicago Board of Trade, died January 16, aged 69 years. He was an old resident of Chicago and had been in the wholesale flour business for 35 years.

Silas Humphrey died at his home in Chicago January 29. Mr. Humphrey, who was 86 years old, had been a resident of Chicago since 1857 and had been connected with the Board of Trade. A widow and two daughters survive.

George W. Webster, for several years a member of the Chicago Board of Trade, died at Los Angeles, Cal., January 10, aged 44 years. Mr. Webster was a prominent Chicago citizen and was well known in business circles. He leaves a wife and four children.

Henry Mott, a dealer in grain and produce at Alburg, Vt., was drowned recently. Mr. Mott had driven to Champlain, N. Y., and was returning across the ice when his horse went through a hole carrying the sleigh and Mr. Mott into the water. The deceased was prominent in business and political circles. He is survived by a widow.

Francis Rowe, who was in the grain business at East Orange, N. J., died at his home in that city January 9 of heart failure, superinduced by kidney trouble. He had been confined to his room for several weeks. Mr. Rowe was born in East Orange 59 years ago. He engaged in the grain, coal and feed business early in life and continued in this line until his last illness. He leaves a wife and one daughter.

George Anderman, formerly in the elevator business, died at Palatine, Ill., January 7, aged 76 years. He was a native of Hanover, Germany, and came to this country in 1845. He located at Palatine in 1869 and engaged in the elevator and lumber business with J. Slade and H. C. Batterman, under the firm name of J. Slade & Co. Mr. Anderman continued in this business up to a few years ago, when he was compelled to retire on account of ill health. He leaves four children.

David McKinney, a prominent grain commission merchant of Peoria, Ill., died January 10, after an illness of several weeks. Mr. McKinney was 73 years old and had been a resident of Peoria for more than half a century. He was one of the organizers of the Peoria Board of Trade and was chosen president of that body in 1874. When the Chamber of Commerce was organized he was chosen secretary and had since had been interested in its management. Mr. McKinney was a veteran of the civil war and had an enviable war record. He was prominent in politics and had been connected with a number of business enterprises.

T. T. W. Bready, manager of the Winnipeg Elevator Co. of Winnipeg, Man., died at Houston, Texas, January 14, of apoplexy. The deceased was one of the most prominent grain men of Canada. He was 46 years old and came west in 1883 from Thedford, near London, Ont., where he had been engaged in the grain business. He associated himself with the D. H. McMillan Co. and also acted as buyer for the Lake of the Woods Milling Co. In 1891 he became a member of the firm of S. P. Clark & Co., which was merged in the Northern Elevator Co. in 1894. Mr. Bready remained with the new company for two years, when he formed the company known as the Bready, Love & Tyron Co., who in the first year of its existence built some forty elevators. In 1899 the company was incorporated as the Winnipeg Elevator Co., with Mr. Bready as president, a position he occupied until his death. He became a member of the Winnipeg Grain Exchange in 1892, and although he has never held any official position, was always regarded as a most valuable member of the exchange. He is survived by a widow.



## HAY AND STRAW

Henry T. Gubbins has been appointed inspector of hay for the Chicago Board of Trade.

Edward G. Farnham of Middlebury, Vt., has been shipping hay at the rate of about 10 cars a week.

It is reported that J. C. McKinley is engaging in the wholesale hay and grain business at Everett, Wash.

The receipts of hay at San Francisco in 1901-2 amounted to 149,464 tons. In 1886-7 the receipts were 106,561 tons.

Rose, Conrad & Sons, dealers in hay, feed, etc., at Wenatchee, Wash., have been succeeded by the Wenatchee Produce Co.

R. C. Snow will build a warehouse 45x50 feet in the rear of his store at Ware, Mass., for the storage of hay, grain and straw.

Hay receipts at Forestville, Wis., are large, but dealers there have been unable to secure cars in which to ship the hay out.

A \$10,000 loss was caused by the barge Chicago, loaded with 2,000 bales of hay, taking fire recently at her dock in New York City.

Considerable hay buying is being done at Allegan, Mich. Dealers are paying from \$7.50 for brown clover to \$13 for choice No. 1 timothy.

Advices from Baltimore state that the B. & O. has raised its embargo against carload shipments other than livestock and perishable goods. It is said that hay was the article aimed at. Shipments have been resumed.

A company has been formed to drain the thousands of acres of marsh lands in Portage county, Wis. Farmers are fighting the project, as they claim the proposed work will destroy the value of the marshes for hay raising.

Owing to the scarcity of hay South Dakota feeders are shipping their cattle to Iowa. In some parts of the range country hay is selling for \$5 and \$6 per ton in the stack and is even being held for \$8 to \$10 per ton in some sections.

The acreage of hay and crops by tons of the Pacific Coast states for 1902 are given by the government statistical bureau as follows: Washington, 525,000 acres, 1,181,000 tons; Oregon, 775,000 acres, 1,472,000 tons; California, 2,400,000 acres, 3,648,000 tons.

The total imports of hay during the calendar year 1902 were 128,007 tons, valued at \$968,662. Exports for the same period were 87,671 tons domestic, valued at \$1,413,373, and 970 tons of foreign, valued at \$8,270. Value of exports over imports, \$434,981.

A new forage and seed plant is said to have been discovered in Oklahoma. The head looks like a cross between cattail and Kafir corn or millet. It may be planted in June and will mature before fall. Some stalks, with head just forming, measured 11 feet in height.

There is said to be a shortage of hay in the territory adjacent to Prosser, Wash., notwithstanding that a larger crop than usual was harvested and that overproduction was talked of at harvest time. Two years ago Prosser shipped out 117 cars of hay, but the shipments this year were light.

R. Henry Jones, president of the Hay and Grain Association of Norfolk, Va., and W. H. Lumsden, secretary and traffic manager of the Chamber of Commerce of that city, were in conference with the Virginia Car Service Association, recently, relative to switch rates and demurrage in Norfolk.

Following is a list of states producing 1,000,000 tons, or over, of hay in 1902. The figures are the yields in tons in round numbers: New York, 6,700,000; Iowa, 5,200,000; Missouri, 4,300,000; Illinois, 4,100,000; Ohio, 3,900,000; Pennsylvania, 3,600,000; Wisconsin, 3,200,000; Kansas, 3,200,000; Michigan, 3,100,000; Indiana, 2,600,000; Minnesota, 1,400,000; Maine, 1,300,000; Vermont, 1,100,000; Colorado, 1,100,000; California, 1,000,000.

Owing to the thousands of sheep and cattle brought into the Gallatin valley of Montana during the fall hay is advancing in price. A few months ago it was thought that there was more hay in the territory than would be needed, but it is now said that very little, if any will be left over in the spring. Clover hay which was selling for \$3 and \$4 a ton in the stack a couple of months ago, is now worth \$5 and \$6 a ton and is hard to buy at these figures.

The Union Grain & Hay Co. of Cincinnati, Ohio, has increased its capital stock from \$15,000 to \$400,000. The new issue is to be divided into \$150,000 of cumulative 5 per cent preferred stock and \$250,000 of common stock. The entire issue of common stock has been taken by the present owners of the business, and the preferred is to be sold to the customers of the concern and the public at

ninety cents. The officers of the company are Mayor Julius Fleischmann, president; Casper Rowe, secretary and treasurer, and William W. Granger, general manager.

The Colville Valley (Wash.) hay crop has all been purchased by Seattle dealers to be used in filling orders for the Philippines. The ruling price is said to average over \$10 a ton in the field. For the first time in four years the hay crop of the valley has been exhausted. It is estimated that over \$300,000 has been paid to farmers of that section for hay within the last few weeks.

The embargo of the Pennsylvania railroad on hay and grain from Chicago to Pittsburg is said by dealers of the latter city to be the result of lack of knowledge on the part of the railroad officials as to conditions in the hay and grain markets of Pittsburg. As a matter of fact the shipments of hay and grain to that city have been far short of actual requirements during the past few months and it is feared that a big shortage will result from the present action.

H. H. Freeman & Co., Chicago, Ill., report Feb. 11: If you have hay to market and are not making every effort possible to put it on the market now, you are making a decided mistake. We realize that the shipment of hay has been shut off to an extreme degree and that cars are hard to obtain, but by continued and persistent efforts we believe you will be successful in getting some cars, and write to urge you to do your utmost toward this end. Owing to light receipts hay has advanced \$1 per ton on timothy and about 50 cents per ton on prairie. Arrivals to-day are 35 cars, and of timothy practically nothing, bulk of hay coming in being Kansas and Indian territory prairie. Prices, ruling to-day are: Choice timothy, \$14; No. 1 timothy, \$13@13.50; No. 2 timothy, \$11.50@12; No. 3 or light mixed, \$10@10.50; choice Kansas, Indian territory, Nebraska, Minnesota, \$11@11.50; good No. 1 Kansas, Indian territory, Nebraska, Minnesota, \$10@11; No. 2 Kansas, Indian territory, Nebraska, Minnesota, \$9@9.50; Illinois, Indiana, Wisconsin upland, \$8@8.50; packing hay, \$6@6.50; choice and No. 1 rye straw, \$7@8; wheat and oat straw, \$6@6.50. Now decidedly is the time to ship. The quantity of hay in the country yet unmarketed is larger than usual or needed, at this time of the year, and when blockades are raised, as they will be soon, hay will come in freely. Do not delay shipping if you can possibly arrange to put your hay on the market now.

### REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending January 17, sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; No. 3, \$9.00@9.50; Not Graded, \$10.00@13.00; Choice Prairie, \$12.50; No. 1, \$11.00@12.00; No. 4, \$7.00; Not Graded, \$7.00 for State and \$9.00@12.50 for Kansas. Rye Straw sold at \$8.50@9.00, and Oat Straw at \$7.25@7.50. The receipts for the week were 4,452 tons, against 5,479 tons for the previous week. Shipments for the week were 236 tons, against 156 tons for the previous week. Timothy Hay was in liberal supply during the week and a moderate demand existed. Prairie was firm throughout the week, all consignments selling readily.

During the week ending January 24, sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$12.00@13.00; No. 2, \$10.50; No. 3, \$9.50@10.50; Not Graded, \$9.00@13.00; Choice Prairie, \$12.00@12.50; No. 1, \$11.00@12.00; Not Graded, \$9.50@12.00; Rye Straw sold at \$7.75@9.00; Wheat Straw at \$7.00, Oat Straw at \$7.00. The receipts for the week were 4,555 tons, against 4,452 tons for the previous week. Shipments for the week were 161 tons, against 236 tons for the previous week. Only a moderate business was transacted during the week. Arrivals were liberal and receivers experienced considerable difficulty in keeping consignments closed out.

During the week ending January 31, sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$11.50@13.00; No. 2, \$11.00; No. 3, \$10.00; Not Graded, \$9.50@12.00; Choice Prairie, \$11.00@12.50; No. 1, \$10.50@11.00; No. 4, \$7.25; Not Graded, \$7.25 for State and \$11.00@11.50 for Kansas. Rye Straw sold at \$6.75 for damaged and \$8.50 for choice. Oat straw at \$6.00@7.00. The receipts for the week were 6,440 tons, against 4,555 tons for the previous week. Shipments for the week were 193 tons, against 161 tons for the previous week. The market for both Timothy and Prairie Hay remained dull and prices declined 20@50 cents per ton.

During the week ending February 7, sales of Choice Timothy ranged at \$13.00; No. 1, \$12.00@12.50; No. 2, \$11.00@11.50; No. 3, \$9.00; Not Graded, \$10.50@12.00; Threshed, \$8.00; Choice Prairie, \$11.00@12.50; No. 1, \$10.00@11.00; No. 2, \$8.00 for State and \$10.00 for Kansas; No. 4, \$7; Not Graded, \$10.00@11.00. Rye Straw sold at \$6.50@8.50; Wheat Straw at \$6.00, and Oat Straw at \$6.00@6.50. The receipts for the week were 5,904 tons, against 6,440 tons for the previous week. Shipments for the week were 297 tons, against 193 tons

for the previous week. The market for Timothy Hay ruled dull during the early part of the week, but later the demand improved somewhat. The receipts of Prairie Hay were large and the demand was light.

## LATE PATENTS

Issued on January 13, 1903.

Machine for Separating Garlic and Cockle from Grain.—John H. Dawson, Oxford, Pa., assignor to Griscom & McFeely, Philadelphia, Pa. Filed Nov. 27, 1899. No. 718,321. See cut.

Issued on January 20, 1903.

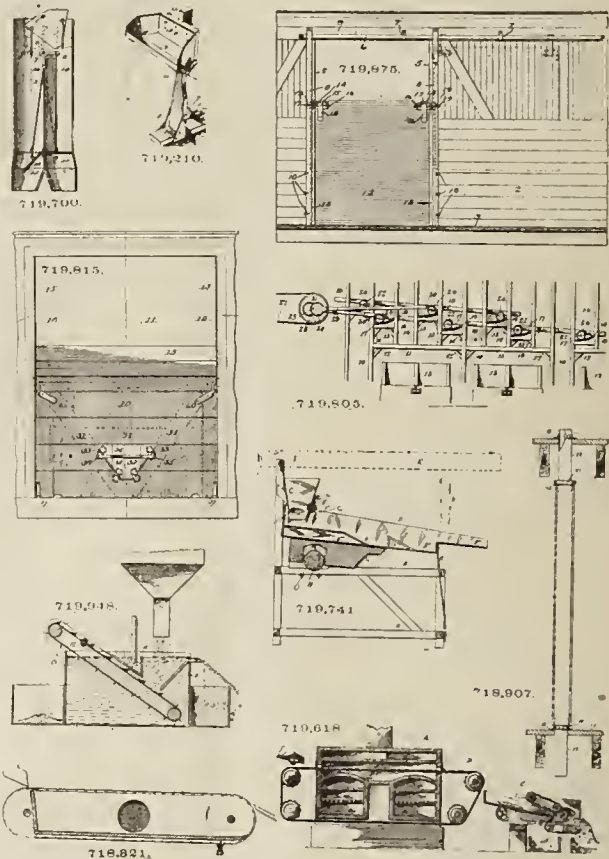
Elevator Leg.—Louis Burmeister, Milwaukee, Wis. Filed Feb. 1, 1902. No. 718,907. See cut.

Issued on January 27, 1903.

Bag Holder for Bagging Grain.—Edward M. Gilbert, Byron, Minn. Filed Oct. 24, 1901. No. 719,210. See cut.

Issued on February 3, 1903.

Process of Shelling Peas, Beans, etc.—James P. Scovill, Chicago, Ill. Filed April 12, 1902. No. 719,618. See cut.



Grain Weigher.—Clark Sherman, Frankville, Iowa. Filed May 24, 1902. No. 719,700. See cut.

Separator.—John W. Burton, Maplehill, Kan. Filed March 23, 1902. No. 719,741. See cut.

Shaking Screen.—George S. Ingle, Indianapolis, Ind. Filed July 3, 1901. No. 719,805. See cut.

Grain Car Door.—Henry V. Kuhlman and George A. Woodman, Chicago, Ill., assignors of one-half to Thomas B. Kirby and Frederick W. Renshaw, Chicago, Ill. Filed Sept. 23, 1902. No. 719,815. See cut.

Grain Door for Freight Cars.—John Riley, Minneapolis, Minn. Filed July 18, 1902. No. 719,875. See cut.

Machine for Separating Meat of Cotton Seed from Hulls.—Lyman W. Merriam, Fitchburg, Mass., assignor of one-half to George O. Allen, Fitchburg, Mass. Filed Aug. 3, 1900. No. 719,948. See cut.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

J. T. Lenfesty, Waldron, Ill.  
R. H. Foat, Weatherford, Tex.  
Harry H. Warden, Kewaskum, Wis.  
A. E. Reynolds of Crabbs & Reynolds, Crawfordsville, Ind.  
Fred. L. Cranson, Sec. Huntley Mfg. Co., Silver Creek, N. Y.  
F. D. Wolfrom, San Francisco, Cal., representing Huntley Mfg. Co., Silver Creek, N. Y.



## PERSONAL

S. A. Hayward has charge of the new elevator at Minier, Ill.

E. J. Matteson has removed from Glenham, S. D., to Alhoc, S. D.

William Craig, grain buyer at Kerby, Mich., was married recently.

H. E. Farnam has taken charge of Ulrich & Son's elevator at Pawnee, Ill.

F. H. Richardson has removed from Ritzville, Wash., to Quincy, Wash.

T. Pratt is in charge of the new Great Western elevator at Lohrville, Iowa.

Andrew Anderson is now in charge of the Cargill Elevator at New London, Minn.

F. A. Cornell has succeeded A. Mallory in charge of the Peavey elevator at Amboy, Minn.

H. C. Wiest has taken a position with the Great Western Elevator Co. at Arlington, Minn.

Wm. Spike has again assumed the management of the Western Grain Co.'s elevator at Judd, Iowa.

Steve Mitchell, until recently at Bangor, Minn., has taken charge of an elevator at Mautador, N. D.

William Hamm of Omaha has succeeded Edward Bruen as agent for the Kinsella Grain Co., at Blairstown, Iowa.

James Harvey, agent at Walhalla, N. D., for the Imperial Elevator Co., has recently recovered from an attack of grip.

O. A. Klubberud is said to have taken charge of the St. Anthony and Dakota Elevator Co.'s house at Galchutt, N. D.

J. W. Wilson, formerly a grain buyer at Dayton, Iowa, now at Lake City, Iowa, fell on a sidewalk recently and broke his leg.

Joseph Wasmek has resigned as manager of the State Elevator at Glencoe, Minn., and has been succeeded by Chas. Fiman.

Julius Hanson has resigned his position as grain buyer at Hazel Run, Minn., and has moved to the northern part of the state.

Conrad Trecker has been appointed manager for the new Odell Grain and Coal Co. of Odell, Ill., at a salary of \$100 per month.

Alfred Hayes will have charge of the elevator at Galesville, Ill., recently sold by Hayes Bros. to C. A. Burks & Co. of Decatur.

W. M. Walker has disposed of his merchandise business at St. Michael, Neb., and will devote all his time to his elevator interests.

Fred Axtell of Elkton, S. D., is reported to have moved to Canada to take charge of an elevator for the Winnor-Torgersen Lumber Co.

George Hoffman, who has been employed in the Farmers' elevator at Mazeppa, Minn., for the past six months, has given up his position.

E. A. Aaffedt of Donaldson, Minn., has assumed the management of the Imperial Elevator Co.'s elevator and lumber yard at Union, N. D.

Otto V. Knaak has resigned his position with the Watertown (Wis.) Grain Co. and has taken a position with the C., M. & St. P. Railway.

Samuel F. Kingston, formerly grain buyer at Omaha, for the Armour Co., is now in the theatrical business, being connected with Anna Held.

T. A. Brown, who embarked in the grain business at Griswold, Iowa, about a year ago, expects to return to his farm in Prescott county, Iowa.

Robert Risley has returned to Davenport, Iowa, from the northwestern part of the state, where he has been buying grain for the Stuhr Grain Co.

Fred Roberts, who has been buying grain at Raleigh, Iowa, has returned to his home in Spencer, Iowa, the house at Raleigh having been closed.

Manager J. M. Munsinger will continue in charge of the elevator at Jefferson, Iowa, recently purchased by the Armour Co. from the McFarlin Grain Co.

A. H. Wilson, agent for the Powers Elevator Co. at Edgerly, N. D., has been transferred to New Rockford, N. D. The new agent at Edgerly is T. H. Ferber.

William Jones, a well-known grain dealer of Tacoma, Wash., and president of the Chamber of Commerce of that city, has gone to Europe for an extended trip.

Frank G. Lewis, who has been running the Empire Co.'s elevator at Harlem, N. D., has succeeded F. Furber as manager of the McCaull-Webster elevator at Butler, S. D.

Ole Baade Tausan, manager of the Peavey Elevator Co.'s house at Barlow, N. D., is claimant of an old French estate that is said to be valued at 40,000,000 francs (about \$8,000,000). United States

Senators Hansborough of North Dakota and Nelson of Minnesota are pushing Mr. Tausan's claim.

H. H. McCoy, who has been manager at Morse, Iowa, for the Clinton (Iowa) Grain Co., has been transferred to Clinton. He has been succeeded at Morse by a Mr. Percy.

Charles W. Estes, Jr., has been appointed traveling auditor for the Cutler Company, wholesale grain dealers of North Wilbraham, Mass. Mr. Estes' home is in Spencer, Mass.

H. Pierre, who has been in charge of the elevator at Lena, Wis., for some time, will return to Oconto, Wis., about March 1, when J. N. Bassett, the owner of the house, will again assume control.

Anson Evans of Walnut Grove, Iowa, who has been employed in the grain and warehouse inspection service at Minneapolis, has resigned and has been succeeded by Chas. McDonald, also of Walnut Grove.

D. R. Gordon of Abilene, Kan., is a candidate for the position of state grain inspector. He was postmaster at Abilene under Harrison's first administration and has since been prominent in political circles.

O. I. Bravold has taken charge of the Minneapolis and Northern Elevator at Dalton, Minn., which has been operated by the Duluth Elevator Co. for the past two years. T. F. Green, who has been in charge of the house, has returned to his home at White Rock, Minn.

T. J. Treadwell, who has been in charge of the Pacific Grain Co.'s elevator at Fairfax, Minn., during the past season, has been transferred to the company's elevator at Wabasso, Minn. He is succeeded at Fairfax by Edward Pehrson, who formerly had charge of the house.

Blanchard Randall, the new president of the National Board of Trade, is a prominent grain exporter of Baltimore. He served two terms as president of the Baltimore Board of Trade and is an ex-president of the Baltimore Corn Exchange. In addition to his grain business Mr. Randall is interested in two leading banks and a number of other large financial institutions.

About one-fourth of all the grain and flour exported from the states of Oregon, Washington and Idaho thus far in this cereal year has gone to Australia and South Africa. The shipments to Africa, July 1 to January 1, were equal to 3,576,292 bushels of wheat and to Australia, 680,604 bushels.

"Illustrative of the unusual irregularity now prevailing in railway affairs, Baltimore complains of the non-arrival of liberal quantities of grain shipped from the West early in November and of more shipped in December last. Steamers waiting for the grain."—Pope & Eckhardt Company's Circular, January 26.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

### WANTED.

You to list your elevators for sale in Indiana, Illinois, Iowa and other states. Have cash buyers.

AARON SMICK, Decatur, Ill.

### I CAN SELL YOUR BUSINESS.

No matter where it is. Send description, state price and learn how. Established '96. Highest references. Offices in 14 cities.

W. M. OSTRANDER, 1550 North American Bldg., Philadelphia.

### NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

### SEEDS.

American grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, macaroni wheat, and a full line of other seeds. Samples furnished. Write

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kan.

### WHAT HE WANTS.

The advertiser wants to place his advertisement before a good class of buyers and before a large class of buyers. This service the "American Elevator and Grain Trade" gives the advertiser. It introduces him to a good class of buyers and to a large class of buyers. Place your advertisement in this department and be convinced.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN BUSINESS FOR SALE.

A good point handling 250,000 bushels annually. Address

L. HUTCHINSON, Sibley, Ill.

### FREIGHT ELEVATOR.

For sale, a good hand power elevator, suitable for 3 or 4 story building.

C. S. BRENT, 128-130 S. Broadway, Lexington, Ky.

### SEED CORN.

Reid's Yellow Dent and Boon County white seed corn for sale in carloads or less.

LA ROSE GRAIN CO., La Rose, Ill.

### OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers, as good as new. Price very low for cash.

W. D. JUDD, 506 Chamber of Com., St. Louis, Mo.

### FOR SALE CHEAP.

One No. 10 Bowsher Feed Mill; used but five months.

One Lone Star Feed Mill; new. Address

C. J. BENDER, Warrenhurst, Ill.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### FOR SALE.

A new Illinois elevator, feed mill and coal yard. Elevator 5,000 bushels' capacity. Two good houses. Located in grain and feed territory. Address

ILLINOIS, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

### POWER.

For sale, Corliss Engines, good as new.

Contracts for entire steam installations.

Old plants taken in exchange or bought outright.

THE BONUS CO., 167 Lake st., Chicago.

### ENGINE AND BOILER FOR SALE.

One 45 horsepower slide valve engine, now in use and in good condition. Also one 50-horsepower boiler. Will sell very cheap if taken soon. Address

INGRAHAM & BROWAND, Spencer, Ohio.

### FOR SALE OR EXCHANGE.

Complete flour mill outfit, J. B. Allfree pattern, 7 pair of rolls high, 50 barrels' capacity; purifiers, dust collectors, packer, mixer, in fact, all ready for making flour. Two lower pairs of rolls slightly damaged by fire. Will be sold or exchanged for elevator machinery. Address

FARMERS' MILLING & GRAIN CO., Mattoon, Ill.



**SHELLER AND CLEANER.**

For sale, one Victor Corn Sheller and Cleaner combined, Barnard & Leas' best quality. Capacity 300 bushels an hour. Guaranteed good as new. Price \$125.

CALLAHAN & SONS, Louisville, Ky.

**ELEVATOR FOR SALE.**

Elevator and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bushels; gasoline engine and dump. Good opening for right man. For particulars inquire of

N. H. HALDERMAN, Mt. Carroll, Ill.

**DO YOU NEED HELP?**

Through this department we have helped a great many grain men to sell or rent their grain elevators or sell their second-hand machinery, etc. We can help you. Send your advertisement to-day for insertion in our next issue.

**NEW AND SECOND-HAND GASOLINE ENGINES.**

If you want the best gasoline engine built, buy a Backus—fewer working parts, slow speed, and built upon honor.

Second-hand 15 h. p. Lambert, 20 h. p. Charter, 60 h. p. New Era, 65 h. p. Foos.

J. MONTGOMERY JOHNSTON, Western Agent Backus Gas Engine, 216 Lake St., Chicago, Ill.

**SCALES FOR SALE.**

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

**ELEVATORS FOR SALE.**

Four elevators in Indiana, one in Ohio, three in Illinois and two in Kansas. List your elevators for sale with me.

AARON SMICK, Decatur, Ill.

**Burlap Bags!! Grain Bags!!**

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

**C. A. BURKS,**

211, 212 and 213 Merchants' Exchange  
DECATUR, ILL.

**ELEVATOR BROKER**

I have sold twelve elevators during the past nine weeks. If you want to buy or sell write me. All correspondence strictly confidential.

**ROOFING AND SIDING.****The Garry Iron and Steel Roofing Co.**

168 MERWIN STREET, CLEVELAND, O.

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE

**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

**GRAIN RECEIVERS****PEORIA****FRANK HALL & CO.**

SUCCESSORS TO E. S. EASTON & CO.

**Grain and Commission**

324 South Washington Street,

PEORIA, - - ILLINOIS.

**WARREN & CO.****GRAIN****Commission Merchants**

ROOMS 7 and 9 CHAMBER OF COMMERCE,  
PEORIA, ILL.

A. G. TYNG, Jr.

D. D. HALL.

**TYNG, HALL & CO.,****Grain and Commission Merchants,**

ROOMS 33 AND 35 CHAMBER OF COMMERCE,  
PEORIA, ILLINOIS.

**T. A. GRIER & CO.**

PEORIA, ILL.

RECEIVERS, BUYERS AND SHIPPERS  
OF WHEAT, CORN, OATS AND RYE

On account of the peculiar character of the season, grain is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

ESTABLISHED 1875.

**P. B. & C. C. MILES****Grain Commission Merchants**

BUYERS AND SHIPPERS

30-37 Chamber of Commerce,

PEORIA, ILL.

**PEORIA****VAN TASSEL & BUNN****GRAIN  
COMMISSION  
MERCHANTS**

Track Buyers and Shippers

ROOMS 44 and 46

CHAMBER OF COMMERCE

PEORIA, ILL.

**MILWAUKEE**

LEMAN BARTLETT

O. Z. BARTLETT

**L. Bartlett & Son,**  
GRAIN AND PRODUCE COMMISSION  
... MERCHANTS ...

**BARLEY A SPECIALTY**

Room 23 Chamber of Commerce Bldg.  
MILWAUKEE, WIS.

Careful attention given to orders from  
Brewers, Malsters and Millers.

**PHILADELPHIA****L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

**Grain, Feed, Seeds, Hay, Etc.**

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention  
given to the handling of CORN AND OATS.

REFERENCES..... } Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

**SPRINGFIELD****E. R. Ulrich & Sons,  
SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central  
Illinois: WABASH; CHICAGO & ALTON; I. C.;  
C. P. & ST. L. and PAWNEE.

Main Office, 6th Floor, Illinois National Bank Building,  
SPRINGFIELD, ILLINOIS.

WRITE FOR PRICES DELIVERED.

NO WHEAT FOR SALE

**ST. LOUIS**

P. P. CONNOR

M. J. CONNOR

GEO. F. POWELL

**CONNOR BROS. & CO.****GRAIN AND HAY**

ST. LOUIS.

MEMBERS OF GRAIN DEALERS NATIONAL ASSN.

We Solicit Your Consignments of

**Grain, Hay and Seeds**

G. L. GRAHAM & CO.,

301 Chamber of Commerce, ST. LOUIS, MO.

**DANIEL P. BYRNE & CO.**

(Successors to Redmond-Cleary Com. Co.)

ESTABLISHED 1854.

INCORPORATED 1887.

**Grain, Hay and Seeds**

Chamber of Commerce.

ST. LOUIS, MO.

Selling Grain on Commission a Specialty. Experienced and competent salesmen. The head of our firm has had 33 years' experience in the grain trade in this market.

Liberal advances on shipments. Prompt returns and remittance of balances.

Correspondence and Consignments Solicited.



# GRAIN RECEIVERS

## TOLEDO

ESTABLISHED 1846

### C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS

OF TOLEDO, OHIO

SPECIAL MARKET AND CROP REPORTS FREE.  
BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876

### W. A. RUNDELL & CO.

GRAIN and SEEDS.

We Buy Delivered Toledo or F. O. B. Your Station.

CONSIGNMENTS and FUTURES GIVEN SPECIAL ATTENTION.

Ask for our "Daily Market Letter and Track Bids,"  
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO

WILLIAM R. WORTS

ARTHUR B. EMMICK

### WORTS & EMMICK

### Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for them. We will bid you no matter where you are located. Let us handle your consignments. Our motto: Success to our patrons. Try us.

## REYNOLDS BROS.

TOLEDO, O.

### Buy and Sell Grain.

SELL US YOURS.

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

### J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: Toledo Produce Exchange  
Chicago Board of Trade,  
New York Produce Exchange.

Handling consignments and filling orders for  
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

## BALTIMORE

### SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

### GRAIN COMMISSION RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

### Thos. H. Botts & Co.

FLOUR, GRAIN AND GENERAL  
Commission Merchants

214 Spears Wharf

213 Patterson Street

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,  
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner, Moore  
& Co., RICHMOND, VA.

### KIRWAN BROS. GRAIN CO.

BALTIMORE, MD.

BUYERS AND RECEIVERS

### GRAIN AND HAY

We solicit your consignments.

## BUFFALO

### W. W. ALDER

Consign Your Grain and Feed  
to a Strictly

### COMMISSION MERCHANT

OUR SPECIALTIES:—Quick Returns and Careful  
Guarding of our Shippers' Interests.

Correspondence Invited.

Write for Buffalo Market Letter

81 BOARD TRADE, BUFFALO, N. Y.

### HENRY D. WATERS

GRAIN COMMISSION  
MERCHANT

CONSIGNMENTS  
SOLICITED54 BOARD OF TRADE  
BUFFALO, N. Y.

Consign Your Grain to

### BURNS BROS.

44 Board Trade, Buffalo, N. Y.

QUICK SALES. IMMEDIATE RETURNS. RELIABLE REPORTS.

Members Grain Dealers National Association.

## PITTSBURG

### C. A. FOSTER,

McCance Block, Cor. Seventh Ave.  
and Smithfield St., Pittsburgh, Pa.

Established 1878

### Wholesale Grain, Hay and Mill Feed

CONSIGNMENTS SOLICITED.

Reference: The Colonial Trust Co., Pittsburgh, Pa.

### DANIEL McCAFFREY'S SONS CO.,

### Leading Hay Dealers

PITTSBURG, PA.

Established 1867.

Reference: Duquesne National Bank.

CONSIGNMENTS SOLICITED.

### GEIDEL & CO.,

### Leading Mill Feed Dealers,

GRAIN, HAY AND STRAW.

MEMBERS OF  
National Hay Association,  
Pittsburg Grain and Flour Exchange.

PITTSBURG, PA.

WE USE ROBINSON'S CIPHER.

### D. G. STEWART,

PITTSBURGH, PA.

... WHOLESALE DEALER IN ...

### Grain, Hay and Mill Feed

Proprietor Iron City Grain Elevator.

CONSIGNMENTS SOLICITED.

## NEW YORK CITY

### BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

### GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

### HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels  
Let us know what you have to offer.

WRITE, WIRE OR PHONE

### THE PADDOCK-HODGE CO.

Operating Wabash Elev. 4.

GRAIN

Michigan Central A.

Total Capacity, 200 cars daily. Storage Capacity, 1,500,000 bushels. Clipping Oats 50,000 bushels daily. No Switching Charges from any road. Our bids will reach you daily, no matter where you're located. Advise if not receiving them. TOLEDO, OHIO.



# GRAIN RECEIVERS

## CHICAGO

### "ENTHUSIASM"

We have it in selling our customers' grain.  
Let us sell yours. Want a supply of  
our shipping stationery?

**ROSENBAUM BROTHERS,**  
GRAIN COMMISSION MERCHANTS  
77 Board of Trade, CHICAGO

ACTIONS speak louder than words.  
WE can convince you.

**BAKER & TRAXLER,**  
GRAIN COMMISSION,  
WITH  
**NASH, WRIGHT CO.**  
515 to 519 RIALTO BUILDING, CHICAGO.

WILLIAM J. POPE, Pres't. W. N. ECKHARDT, Sec'y

**POPE & ECKHARDT CO.**  
COMMISSION MERCHANTS  
GRAIN, SEEDS AND PROVISIONS.  
317-321 Western Union Building, CHICAGO.

**E. W. WAGNER,**  
MEMBER CHICAGO BOARD OF TRADE  
PERSONAL ATTENTION GIVEN  
SPECULATIVE ACCOUNTS  
AND CONSIGNMENTS.  
Market letter mailed free on application.

99 Board of Trade Bldg., Chicago, Ill.

**SAM FINNEY**  
WITH  
**CHURCHILL & CO.,**  
COMMISSION MERCHANTS  
715 Board of Trade,  
CHICAGO,  
ILL.

My personal attention given consignments. Your orders for cash and futures solicited.

J. H. WARE. E. F. LELAND.  
Consign your grain and seeds and send your Board of Trade Orders to

**WARE & LELAND,**  
200-210 Rialto Bldg., Chicago.

GRAIN, PROVISIONS,  
STOCKS AND COTTON.

Write for our Daily Market Letter.  
Your interests are our interests.

Special attention given to cash grain shipments.

## CHICAGO

ESTABLISHED 1865.

**L. EVERINGHAM & Co.,**  
Commission Merchants  
Orders and Consignments Solicited.  
GRAIN AND SEEDS OF ALL KINDS  
For Cash and Future Delivery.  
Suite 80, Board of Trade CHICAGO, ILL.

**WE ARE COMMISSION CO.**  
GRAIN, PROVISIONS,  
STOCKS AND BONDS.  
Private Wires to All Principal Exchanges of the United States.  
WE SOLICIT CONSIGNMENTS.  
OLD COLONY BUILDING : : CHICAGO

W. F. JOHNSON GEO. A. WEGENER.

**W. F. JOHNSON & CO.**  
GRAIN, SEED AND PROVISION  
Commission Merchants  
Orders for future delivery carefully executed.  
Consignments and correspondence solicited.  
Room 59, Board of Trade CHICAGO

W. R. Mumford, Pres. Clarence H. Thayer, Sec'y and Gen. Mgr.  
**W. R. MUMFORD CO.,**  
CONSIGNMENTS AND ORDERS FOR  
FUTURE DELIVERY SOLICITED:  
MAIN OFFICE: 528-532 Rialto Bldg., CHICAGO.  
MINNEAPOLIS, 19 Chamber of Commerce. ST. LOUIS, 60 Laclede Bldg.  
MILWAUKEE, 113 Michigan Street. KANSAS CITY, 605-606 Board of Trade.  
MEMBERS DIFFERENT EXCHANGES.

## CHICAGO

**CHARLES D. SNOW & CO.,**  
COMMISSION MERCHANTS,  
MEMBERS  
CHICAGO BOARD OF TRADE  
228 and 230 Rialto Bldg.,  
CHICAGO.

Our Special Market Letters and Pocket Manual furnished free on application.

**National Starch Co.**  
GENERAL OFFICES: THE ROOKERY  
Chicago  
BUYERS OF CORN

JOS. P. GRIFFIN, Manager Grain Dept.

**ILLINOIS SUGAR REFINING COMPANY**  
General Offices: The Rookery, CHICAGO.  
Waukegan, Ill. FACTORIES: Pekin, Ill.  
Geneva, Ill. Venice, Ill.  
BUYERS OF CORN  
Daily Consumption, 65,000 Bushels.

JOS. P. GRIFFIN, Manager Grain Dept.

**The Glucose Sugar Refining Company**  
General Offices: The Rookery, CHICAGO.  
Chicago, Ill. FACTORIES: Rockford, Ill.  
Peoria, Ill. Marshalltown, Ia. Davenport, Ia.  
BUYERS OF CORN  
Consumption 100,000 Bushels Daily.

JOS. P. GRIFFIN, Mgr. Grain Dept.

## MUELLER & YOUNG GRAIN CO.

RECEIVERS AND SHIPPERS.

BARLEY AND OATS A SPECIALTY.

2 SHERMAN ST.

CHICAGO.

Make Track Bids Buy and Sell for Future Delivery

**LASIER & HOOPER**  
102-103 RIALTO BLDG.  
**GRAIN**  
CHICAGO, ILL.  
RECEIVERS & SHIPPERS

Sell Consignments Make Quick Returns

I. P. RUMSEY.

## RUMSEY & COMPANY

P. M. BUNCH

(Successors to RUMSEY, LIGHTNER & CO.)

Commission Merchants. Grain, Provisions and Seeds.  
CASH AND FUTURE DELIVERIES.

97 BOARD OF TRADE, CHICAGO



# GRAIN RECEIVERS

## CHICAGO

**MILMINE, BODMAN & CO.,**

Commission Merchants.

STOCKS, BONDS, GRAIN, PROVISIONS,

Receivers and Shippers.

5 and 7 Board of Trade, CHICAGO. 401 Produce Exchange, NEW YORK.

**F. E. WINANS**

**Commission Merchant**

GRAIN AND FIELD SEEDS

No. 6 Sherman St. ...CHICAGO

Write us freely on all matters pertaining to Grain and Field Seeds. Your questions fully and cheerfully answered. Particular attention paid to Timothy and Flax Seed. Orders for future delivery will receive our careful personal attention.

HENRY HEMMELGARN Established 1861 PHILIP H. SCHIFFLIN

**H. HEMMELGARN & CO.,**

COMMISSION MERCHANTS,

**Grain, Seeds and Provisions**

Rooms 317, 318 and 319 Rialto Building, CHICAGO, ILL.  
Adjoining Board of Trade.

Consignments Solicited. Correspondence Invited.

**E. W. BAILEY & CO.,**  
**Commission Merchants,**

GRAIN, SEEDS AND  
PROVISIONS. . . . .

72 Board of Trade, CHICAGO.

**NYE & JENKS GRAIN CO.**

613-618 Rialto Building,  
CHICAGO.

GEO. S. DOLE, Pres. H. M. SAGER, Secy.

**J. H. DOLE & CO.,**

226 La Salle Street, Chicago.

**GRAIN COMMISSION**

(Established in 1852)

We solicit your consignments of grain.  
Personal attention given to speculative orders.

T. D. RANDALL C. H. RANDALL H. L. RANDALL  
ESTABLISHED 1852 Member Nat'l Hay Asso.

**T. D. RANDALL & CO.,**  
**COMMISSION MERCHANTS,**

HAY, GRAIN and STRAW, FLOUR and POTATOES

Correspondence and Consignments Solicited. Market Reports on Application. Long Distance Tel. Harrison 400.

92 Board of Trade Building, CHICAGO.

**W. H. MERRITT & CO.,**  
**Grain Buyers and Shippers**

CORRESPONDENCE SOLICITED.

234 La Salle St., CHICAGO, ILL.

## CHICAGO

**Bentley-Jones Grain Co.**

— GRAIN —

**COMMISSION MERCHANTS**

Consignments and Orders for Future  
Delivery Solicited.

73 and 74 Board of Trade, CHICAGO.

**A. C. CURRY & CO.**

**Commission Merchants**

GRAIN, SEEDS AND PROVISIONS.

65 Board of Trade Building

CHICAGO

**JOHN WEST & CO.**

(Albert L. West)

**Commission Merchants**

Grain, Seeds, Provisions.

604 Royal Insurance Bldg. CHICAGO  
Phone Harrison 685

H. L. KARRICK. C. E. GRAY. H. S. WILLIAMS

**KARRICK, GRAY & WILLIAMS**

GRAIN COMMISSION

Members Chicago, Minneapolis, St. Louis,  
Milwaukee and Duluth Boards of Trade

Orders for future delivery executed to the best possible advantage in the above markets. We solicit your consignments.

Suite 40, Board of Trade ...CHICAGO

Minneapolis. St. Louis. Milwaukee.

**Fyfe, Manson & Co.,**

...GRAIN AND PROVISIONS...

54-55-56 BOARD OF TRADE, ...CHICAGO.

Consignments and future orders intrusted to us will receive the best attention.

H. M. PAYNTER, in charge of Cash Grain Department.

**MONTAGUE & COMPANY,**

COMMISSION MERCHANTS,

**Grain, Flour, Millstuffs and  
Seeds.**

Orders solicited in grain for future delivery. Write  
for our daily market letter.

6 and 8 Sherman Street, - CHICAGO.

CAPITAL \$200,000.00

**THE CALUMET GRAIN & ELEVATOR COMPANY**

**GENERAL GRAIN  
HANDLERS**

Receiving, Shipping, Exporting, Commission.  
Careful Attention. Consignments and Future Orders. Track  
Bids if Desired.

GEO. B. DEWEY, Representative.

169 Jackson Boulevard, CHICAGO.

## CHICAGO

CORRESPOND WITH

**GERSTENBERG & CO.,**

Grain and Commission Barley a  
Seeds, Merchants, Specialty

259 La Salle St., CHICAGO, ILL.

**ARMOUR GRAIN CO.,**

205 LA SALLE STREET,  
CHICAGO,

GRAIN BUYERS AND DEALERS.

**HUTCHINSON & SHAW,**

Commission Merchants,

83 Board of Trade,

W. I. HUTCHINSON, CHICAGO.  
H. B. SHAW.

**H. H. FREEMAN & CO.** HAY,  
Long Distance STRAW  
Telephone, 3339 Harrison and GRAIN.

**COMMISSION MERCHANTS**

Correspondence and Consignments 66 BOARD OF TRADE,  
Solicited. Market Reports CHICAGO, ILL.  
on Application.

## MINNEAPOLIS

**F. H. PEAVEY & CO.,**

MINNEAPOLIS,  
GRAIN RECEIVERS. MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

J. L. MCCAULL D. WEBSTER R. A. DINSMORE

**The McCaull-Webster  
Grain Company**

COMMISSION MINNEAPOLIS,  
MERCHANTS. MINN.

J. R. WARFIELD, Pres. WM. GRIFFITHS, Vice-Pres. and Mgr.  
C. D. TEARSE, Sec'y and Treas.

**BROOKS = GRIFFITHS CO.,**  
**GRAIN COMMISSION**

OFFICES: Consignments and Orders for  
CHICAGO MILWAUKEE Future Delivery Solicited.  
MINNEAPOLIS DULUTH

PRIVATE WIRES—CHICAGO AND NEW YORK.

511-514 New Chamber of Commerce, Minneapolis, Minn.

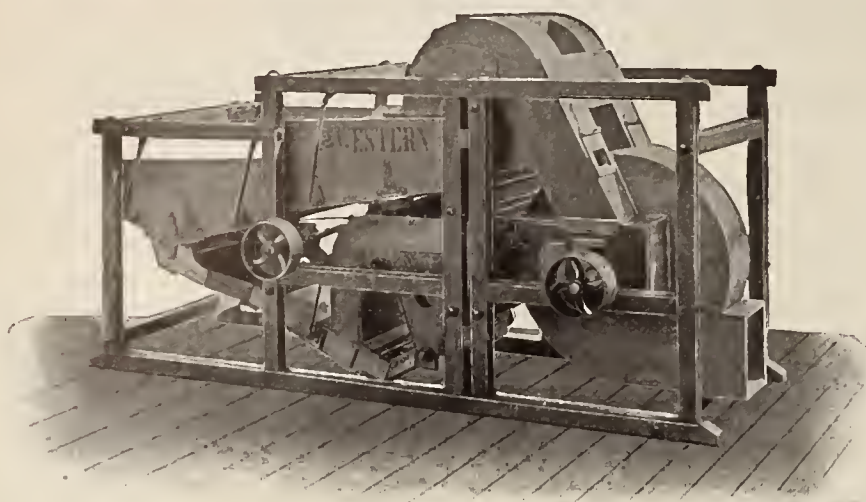
## CINCINNATI

JULIUS FLEISCHMANN, President CASPER H. ROWE, Secretary  
W. W. GRANGER, Manager

**THE UNION GRAIN & HAY CO.**

Shippers and Receivers,  
CINCINNATI, O.





Side View.

# UNION IRON WORKS,

## DECATUR, ILL.,

SOLE MANUFACTURERS.

Write for Catalog.

## The "Western" Shaker Cleaner

Separates CORN from COBS and Cleans WHEAT and OATS THOROUGHLY without changing screens.

Adjustable Screen.

Perfect

Separations.

Perfect Cleaning.

Duplex Shake.

Strong, Light,

Durable,

Compact and

Quiet.



End View.

## STANDARD SCALES

WAREHOUSE,  
ELEVATOR, RAILROAD,  
FARM, SPECIAL.

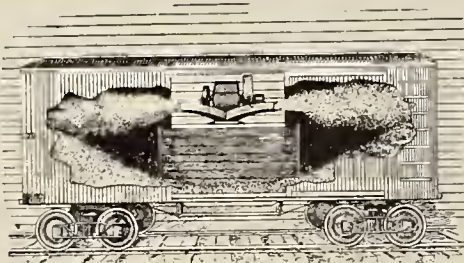
### HICKMAN SCALE MFG. CO.

224 EAST FIRST STREET,

DES MOINES, IOWA.

All Kinds Rebuilt Promptly  
Mutual Phone EAST 177.

## The Boss Car Loader



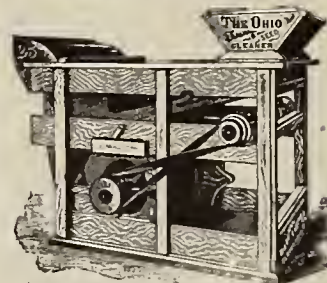
which is shown in the accompanying cut, is without doubt the best car loader on the market.

For particulars, write to

### Maroa Mfg. Co.

Maroa, Ill.

## THE "OHIO" GRAIN AND SEED CLEANER.

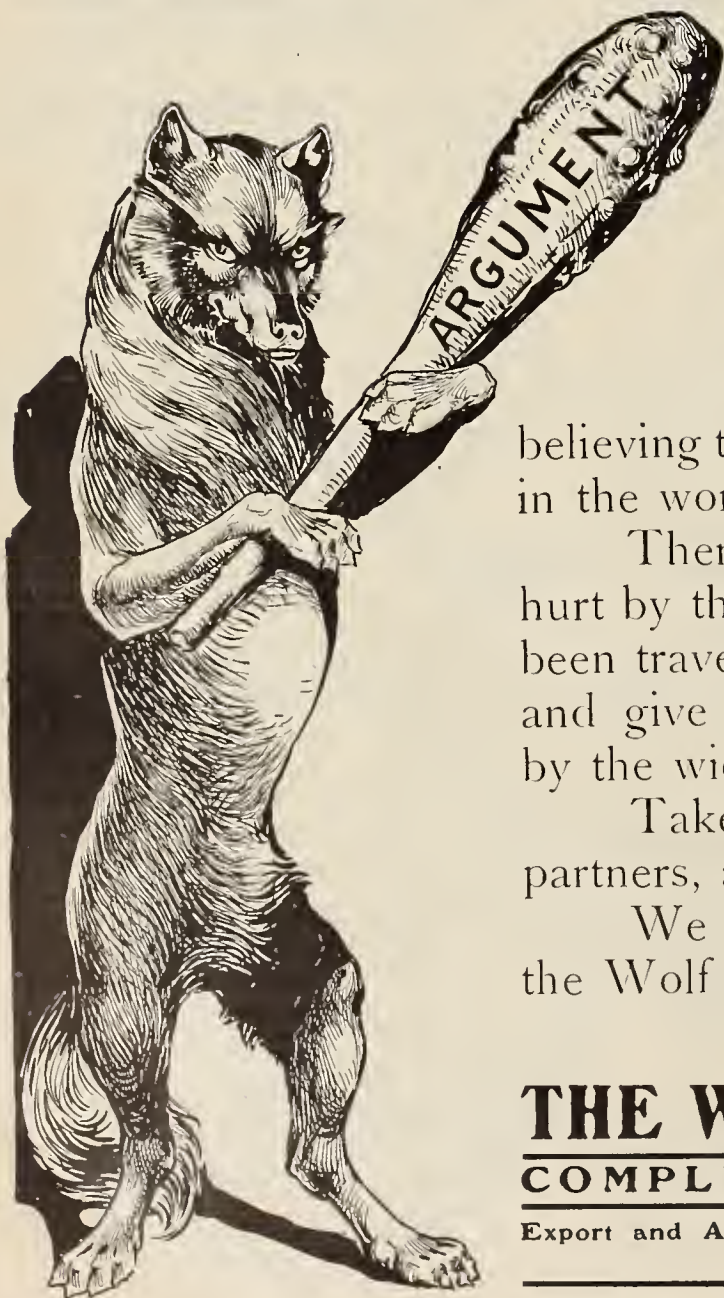


Will clean any Seed or Grain that grows.

Larger Capacity, Less Power Required than any other Cleaner Made.

Get our Catalogue of Hand and Power Machines.

BEELMAN CABINET COMPANY,  
40 Columbus Street, - - Cleveland, O.



## The Strongest Argument

we can use is the simple truth. The cold, hard facts of Wolf Machinery popularity are so big and forcible that no miller who knows them can help believing that the Wolf System of milling is the most profitable in the world.

There is no use trying to deceive yourself. Nobody is hurt by that—except you. Come out of that old rut that you've been traveling in for so many weary, profitless years—come out and give yourself a fair show at the money that's being made by the wide awake millers who have installed Wolf Machinery.

Take our modern machines into your business as working partners, and see how quick they will pay for their interests.

We have gotten out a new catalogue which tells all about the Wolf System. We want every miller to have a copy.

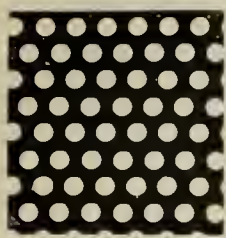
WRITE FOR IT TO-DAY

## THE WOLF COMPANY, Chambersburg, Pa.

### COMPLETE EQUIPMENT FOR MODERN MILLS

Export and Atlantic Coast Department, No. 804 Pennsylvania Building, Philadelphia, Pa.





## Perforated Metal

—FOR—

Grain Elevators, Flour Mills,  
Rice Mills, Malt Houses.

THE ROBT. AITCHISON PERFORATED METAL CO.,

303-305 Dearborn Street, CHICAGO, ILL.

## A GRAIN SPOUT

That will  
load cars  
without  
shoveling.  
It is worth  
its weight in  
gold.  
It will save  
you in labor  
all it cost in  
less than a  
month.

Send for Prices  
to

H. SANDMEYER & CO.,

PEORIA, ILLINOIS.

"I get a great deal of both interesting and valuable information from your paper."—John E. Payne, Eastern Manager Anchor Line, Philadelphia, Pa.



The  
Pioneer  
Limited.

Famous  
Train  
of  
the  
World.

Chicago—St. Paul—Minneapolis.

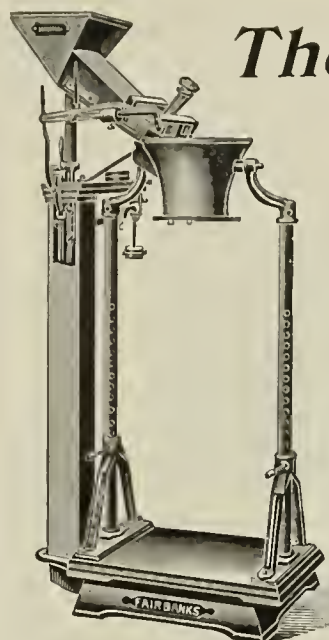
VIA

THE ST. PAUL ROAD.

(Chicago, Milwaukee & St. Paul Ry.)

Equipment and Service  
Unequaled.

Time tables, maps and information  
furnished on application to  
F. A. MILLER, General Passenger Agent,  
Chicago, Ill.



## The Bosworth... Automatic Weighing Scale

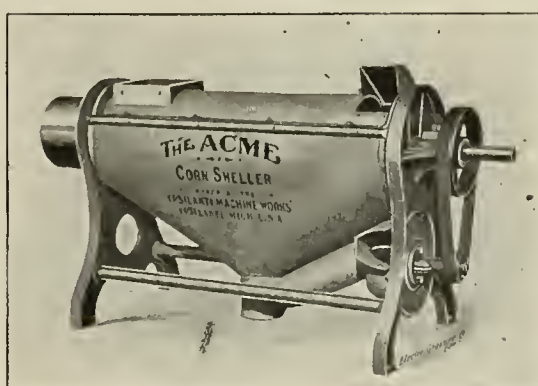
FOR WEIGHING AND BAGGING  
ALL KINDS OF GRAIN.

Rapid work. Saves time.  
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,

UTICA, N. Y.



## The Acme Corn Sheller

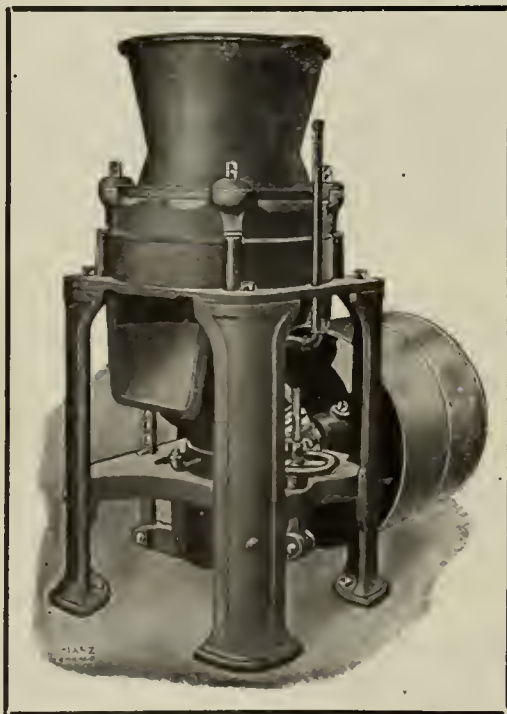
Manufactured by

YPSILANTI MACHINE  
WORKS,  
YPSILANTI, MICH.

# SULLIVAN

C  
O  
R  
N

C  
R  
U  
S  
H  
E  
R  
S

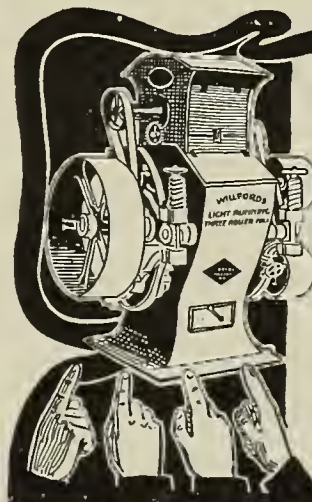


CAPACITY **GREATEST** DURABILITY

TO INSURE PROMPT ATTENTION, ADDRESS DEPT D.

**MACHINERY CO.**

135 ADAMS STREET, CHICAGO.



## 4 GOOD POINTERS

ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

**WILLFORD MANUFACTURING CO.,**  
303 3d St. South, - MINNEAPOLIS, MINN.

THE **PEAR** ENVELOPE  
SAMPLE

FOR GRAIN

EASILY AND  
SECURELY FASTENED

**HEYWOOD MANUFACTURING  
COMPANY**

MINNEAPOLIS, MINN.



TRIUMPH  
POWER

CORN SHELLER

**C. BARTLETT  
& Co.**  
CLEVELAND O.

**JEFFREY** ELEVATORS  
CONVEYORS



FOR CATALOGUE  
ADDRESS  
THE  
**JEFFREY MFG. CO.**  
COLUMBUS, OHIO.  
NEW YORK. DENVER.



NEW STEEL FIREPROOF ELEVATOR AT BUFFALO, N. Y.  
MACDONALD'S PATENT STORAGE BINS.



# Macdonald Engineering Co.,

Engineers and Contractors,

BUILDERS OF

## GRAIN ELEVATORS

In wood, steel or combination materials.  
Any capacity from 5,000 bushels up.

1454-55-56-57 Monadnock Bldg., CHICAGO, ILL.

### ANNOUNCEMENT No. 2

We explained in our Announcement No. 1 why you should figure with us before contracting for your elevator.

Location is not all to be considered.

We know how to plan and erect this work. It is our business; this is the reason we are making a success of it.

*OUR PLANS ARE PREFERRED.*

Watch for our plans for Canadian work.

### Younglove & Boggess Co.

ENGINEERS AND DESIGNERS  
BUILDERS OF ELEVATORS, FLOUR MILLS, ETC

9-12 Elk Building

MASON CITY, IA

### S. P. STEWART & SON, Engrs.,

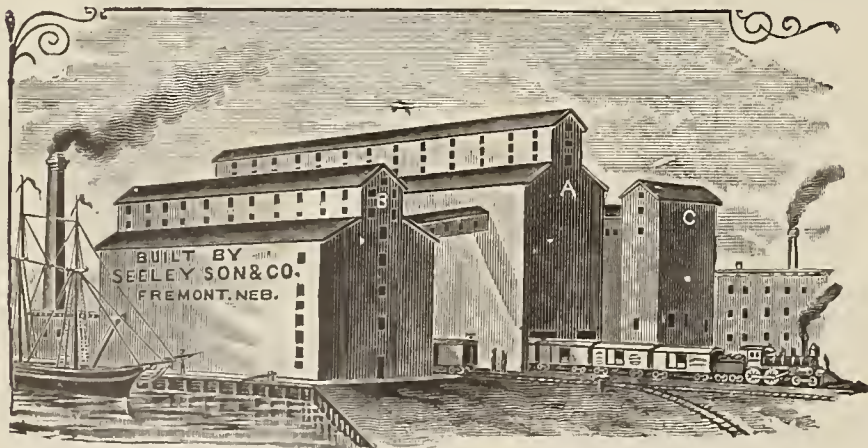
DESIGNERS OF

## Fireproof Grain Drying Houses Elevators and Storage Buildings

The finest grain salvage plant ever built, (that of the Toledo Salvage Co., Toledo, O.), and which is described in this number was designed by us.

BOWLING GREEN, OHIO.

### SEELEY, SON & CO., Fremont, Neb.



Architects and Builders

OF ALL KINDS OF

## GRAIN ELEVATORS.

### JOHN S. METCALF CO., Engineers—Grain Elevator Builders.

WE MAKE A SPECIALTY OF FURNISHING PLANS AND SPECIFICATIONS.

802, 804, The Temple, - Chicago, Ill.

A partial list of elevators which have been designed and constructed by us and under our supervision:

	Bushels.
MANCHESTER SHIP CANAL CO.'S ELEVATOR, Manchester, England.....	1,500,000
GRAND TRUNK ELEVATOR No. 3, Portland, Me.....	1,500,000
GRAND TRUNK ELEVATOR No. 1, Portland, Me.....	1,000,000
NORTHERN GRAIN CO., Manitowoc, Wis.....	1,400,000
BURLINGTON ELEVATOR, St. Louis, Mo.....	1,300,000
UNION ELEVATOR, East St. Louis, Ill.....	1,100,000
EXPORT ELEVATOR, Buffalo, N. Y.....	1,000,000
J. R. BOOTH ELEVATOR, Parry Sound, Canada.....	1,000,000
CHESAPEAKE & OHIO RAILWAY ELEVATOR, Newport News, Va.....	1,000,000
CLEVELAND ELEVATOR CO.'S ELEVATOR, Cleveland, Ohio.....	500,000
BURLINGTON ELEVATOR, Peoria, Ill.....	500,000
CANADA ATLANTIC RAILWAY ELEVATOR, Coteau Landing, Quebec.....	500,000
HALLIDAY ELEVATOR CO.'S ELEVATOR, Cairo, Ill.....	500,000
CLEVELAND GRAIN CO.'S ELEVATOR, Sheldon, Ill.....	400,000
PERE MARQUETTE RAILROAD CO.'S TRANSFER ELEVATOR, Ludington, Mich.....	150,000
GRAND TRUNK TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.....	100,000
ERIE RAILROAD TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.....	100,000
GOEMANN GRAIN CO.'S TRANSFER ELEVATOR, Mansfield, Ohio.....	100,000

### W. S. CLEVELAND ELEVATOR BUILDING CO.

520 Guaranty Loan Building,

Plans and Estimates  
Furnished on Application.

MINNEAPOLIS, MINN.

WHEN YOU WANT

## Elevator or Mill Supplies....

Cleaning Machines,  
Feed Mills,  
Corn Shellers,  
Engines and Boilers,  
Gasoline Engines,  
Horse Powers,

WRITE TO

### GREAT WESTERN MANUFACTURING CO.

GENERAL OFFICE AND FACTORY:—LEAVENWORTH, KAN.

WAREHOUSE AND SALESROOMS: 1221-1223 Union Ave., Kansas City, Mo. Send for our Illustrated Catalog.

UP-TO-DATE COUNTRY ELEVATORS

TRANSFER AND CLEANING HOUSES

L. O. HICKOK,  
Grain Elevator Builder  
MINNEAPOLIS, MINN.

Long Distance  
Phone  
Main 1466.

226  
Flour Exchange  
Building.

OVER THIRTY YEARS' EXPERIENCE

CORRESPONDENCE SOLICITED



# GEO. M. MOULTON & CO.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO  
J. T. MOULTON & SON,

THE PIONEERS IN

## GRAIN ELEVATOR CONSTRUCTION

Architects and Builders of  
**FRAME AND STEEL**  
**GRAIN ELEVATORS.**

## THE BARNETT & RECORD CO.

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

**STEEL ELEVATORS A SPECIALTY.**

We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



A Few Elevators Built by Us. Bu. capacity.  
Portland El. Co., Portland, Me. .... 1,000,000  
Maple Leaf Elevator, Kansas City, Kan. 1,000,000  
Burlington Elevator, St. Louis, .... 1,300,000  
Interstate Elevator Co., Minneapolis .... 1,000,000  
Northern Grain Co., Manitowoc, Wis. .... 500,000  
W. W. Cargill, Green Bay, Wis. .... 500,000  
Vlgo Elevator, Terre Haute, Ill. .... 500,000  
Belt Line Elevator Co., Superior, Wis. .... 2,500,000  
Superior Terminal El. Co., Superior, Wis. .... 2,500,000  
F. H. Peavey & Co., Minneapolis No. 1. .... 1,750,000  
F. H. Peavey & Co., Minneapolis No. 2. .... 500,000  
Atlantic Elevator Co., Minneapolis. .... 600,000  
Empire Elevator Co., Minneapolis No. 1 .... 500,000  
Empire Elevator Co., Minneapolis No. 2 .... 500,000

THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills, court houses, packing houses, hotels, the Cozad Irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness.

WRITE US FOR ESTIMATES. 304-312 CORN EXCHANGE, MINNEAPOLIS, MINN.

## The Monier Manufacturing Co.

E. LEE HEIDENREICH, Chief Engineer.  
541 THE ROOKERY, CHICAGO, ILL.

## FIREPROOF ELEVATOR CONSTRUCTION

**ONE** Dixon's Silica Graphite Paint **FOUR**  
**GRADE.** Perfectly Protects Metal Work of Grain Elevators from Corrosion for Years. **COLORS.**

Write us for Information as to its Covering Capacity, Appearance and Durability on Elevator Buildings of the Kentucky Public Elevator Co., of Louisville, Ky., Pennsylvania R. R. Co., Jersey City, N. J., and Interior Elevator Co., Minneapolis, Minn.

JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J., U. S. A.

J. E. BOTSFORD, PRESIDENT.

F. D. JENKS, SEC'Y & TREAS.

## The Botsford-Jenks Co.

DESIGNERS AND BUILDERS.

GRAIN ELEVATORS,  
STEEL CONSTRUCTION,  
CONCRETE WORK.

PORT HURON, MICH.

## G. T. HONSTAIN

Successor to HONSTAIN BROS., Contractors and Builders of  
**GRAIN ELEVATORS**

313 Third St., South  
Minneapolis, Minn.



Exchange Elevator built by G. T. Honstain, Minneapolis.  
Fireproof storage capacity 250,000 bushels.  
Working house capacity 150,000 bushels.

Nebraska City & Ill. Ele. Co.,  
Chicago, 2,000,000  
Bartlett, Frazier Co.,  
Chicago, 1,000,000  
H. Rogers Co.,  
St. Louis, 500,000.  
F. H. Peavey & Co.,  
Minneapolis, 1,000,000  
S. S. Linton & Co.,  
Minneapolis, 650,000  
S. S. Linton & Co.,  
Minneapolis, 450,000  
Interstate Grain Co.,  
Minneapolis, 500,000  
City Elevator Co.,  
Minneapolis, 400,000  
Security Grain Co.,  
Minneapolis, 400,000  
Royal Milling Co.,  
Great Falls, Mont., 100,000  
Jennison Bros.,  
Janesville, Minn., 100,000  
Four hundred country elevators from 10,000 to 50,000.

## J. F. DORNFELD

134 VAN BUREN STREET, CHICAGO

ENGINEER AND BUILDER OF  
ELEVATOR AND FACTORY BUILDINGS

WITH MACHINERY AND POWER EQUIPMENT



1,000,000 BU. FIRE-PROOF ELEVATOR.

ESTABLISHED  
IN 1876

The many years of  
experience in mill  
and elevator arrange-  
ments enables us to  
give PERFECT  
SATISFACTION

CORRESPONDENCE  
SOLICITED

C. E. FLORA.

L. J. McMILLIN.

## RELIANCE MFG. CO.,

MANUFACTURERS OF THE RELIANCE GRAIN CLEANERS.

Designers and Builders of **GRAIN ELEVATORS,**

Complete Equipments for Elevators and Mills,

1521, 1523 BATES STREET, - - - INDIANAPOLIS, IND.

## Steel Storage and Elevator Construction Company.

...BUILDERS OF...

## Steel Grain Elevators

BUFFALO, N. Y.



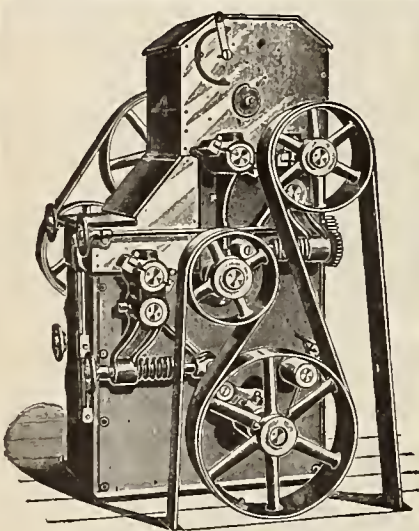


**S. H. TROMANHAUSER,**  
Designer and Builder  
**GRAIN ELEVATORS.**  
**FIREPROOF BRICK CONSTRUCTION**  
A Specialty.

Country or Terminal Elevators in any Design or Capacity.

Write for Plans and Estimates.

805-6 PHOENIX BLDG., MINNEAPOLIS, MINN.



WRITE FOR CATALOG

**First and Last**  
**Northway Feed Mills**

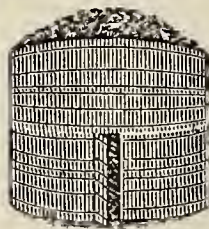
are first in rank and last to wear out. If you want the greatest money-making feed mill—the slickest running feed mill—the strongest and most reliable feed mill—by all means look up the

**The Northway Feed Mill**

We can furnish you testimony that proves this the best feed mill made. It comes with either four or six rolls and can be driven from either side. Write us about it.

Headquarters for everything in  
FLOUR MILL and ELEVATOR  
SUPPLIES.

**STRONG & NORTHWAY MFG. CO.**  
MINNEAPOLIS, MINN.



**CORN CRIB**

HOLDS 400 BUSHEL.  
Can be set up in ten minutes and when empty can be used for fence. Dealers everywhere handle them. Address: Mention this paper.  
**Denning Fence Works**  
CEDAR RAPIDS, IOWA

**P. H. PELKEY**  
**WINFIELD, KAN.**

CONTRACTOR OF  
**GRAIN ELEVATORS**  
WRITE ME.

**BRAIN TOOLS**

Save time and hard work and insure accurate results.

**THE GRAINMAN'S**  
**ACTUARY**

Shows at a glance the cost of bushels and fractional parts of bushels for any amount up to 50,000 bushels. Contains 214 well printed and well bound pages. Sent postpaid on receipt of price, \$1.00. No miller or grain dealer can afford to be without it. Address

MITCHELL BROS. CO., 315 Dearborn Street, Chicago



**J. B. DUTTON'S**  
**Patent Automatic Grain Scale.**

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.  
SEND FOR CIRCULAR AND PRICE LIST.

Address

**J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.**

**Grain Dealers' and Shippers' Gazetteer.**

PRICE  
REDUCED  
FROM  
\$2 TO \$1.

CONTAINS freight agents' official list of flouring mills, elevators, grain dealers, shippers and commission merchants, located on all the principal railroads in the United States and Canada. Also contains the grading and inspection rules of leading markets. This is the handiest and most complete list of the kind published. If you do business in this line, you can scarcely afford to be without it. This 1899-1900 edition contains over 200 large pages, in a durable cloth binding. Sent postpaid on receipt of \$1.00.

MITCHELL BROS. CO., 315 DEARBORN ST., CHICAGO.



## DAMP WHEAT

IS DRIED AND MADE  
MERCHANTABLE IN THE

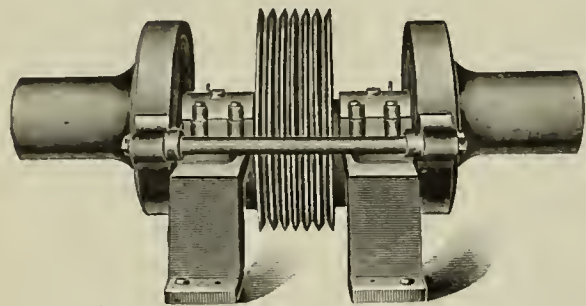
## HESS PNEUMATIC GRAIN DRIER

Cheaper and faster than  
in any other device. 33

IT DRIES OTHER GRAINS JUST AS WELL.

HESS WARMING & VENTILATING CO.,  
710 TACOMA BLDG., 3 3 3 3 3 CHICAGO.

## Burrell One-Shaft, Internal Geared Car Puller



ROPE OR BELT  
DRIVE.

With or Without  
Friction Clutch

3 TO 25 CARS.

BURRELL MFG. CO., Bradley, Ill.

## THE PERFECTION CONDITIONING SYSTEM

Purifying, Drying and  
Cooling

Stained Oats and Barley; Smutty  
Musty and Weevily Wheat  
made sweet and bright.

NEW CORN PUT IN CONDITION.  
The Only PERFECT SYSTEM  
in use.

TWEEDALE & HARVEY,  
Room 905, 303 Dearborn St., Chicago, Ills.

## CLEVELAND ELEVATOR BUCKET CO., Manufacturers of the "FULLER" PATENT STEEL ELEVATOR BUCKETS



Suitable for Mills, Elevators, Ear Corn, Cobs,  
Clay, Ores, Broken Stone, Coal, Sand and other  
extra heavy substances. General Office and Works:  
226 St. Clair St., Cleveland, O., U. S. A.



## It's Your Business

If you wish to pay even \$1.00  
PER GALLON FOR PAINT

OUR BUSINESS is to furnish the  
BEST PAINT MADE AT LESS  
THAN 50 CENTS PER GALLON.

The "Stay-There" Paints stay  
wherever they are

Put; they are adapted to House, Barn, Factory, Warehouse or other kinds of  
painting, and are sold under a BINDING GUARANTEE NOT TO CHALK,  
PEEL NOR BLISTER.

WILL COVER MORE SURFACE THAN OTHER PAINTS.

CAN WE DO BUSINESS WITH YOU?

If so, we shall appreciate your enquiry for sample colors and prices.

We are the LEADERS in the manufacture of PAINTING AND WHITE-  
WASHING MACHINES, which do the work of twenty men with brushes.

Address F. E. HOOK, 12-25 Hook Building, HUDSON, MICH.  
Agencies in nearly all large cities.

"Stay There"

## SEEDS

THE ALBERT DICKINSON CO.

DEALERS IN

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS.

PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC

OFFICES, WEST TAYLOR ST., AND THE RIVER, CHICAGO.

\$2.50

THE AMERICAN MILLER

\$2.00

THE AMERICAN ELEVATOR AND GRAIN TRADE, \$1.00

\$2.50

THESE two great papers every month for one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world. They record the latest legal decisions and developments affecting your business.



Established in 1873

Published on the 1st of every month, at \$2 per year. Each number contains 88 pages and upward.

It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

It is the most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



Established in 1882

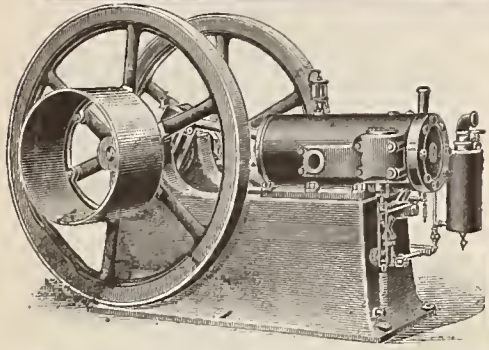
Published on the 15th of every month, at \$1 per year. Fifty-two pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

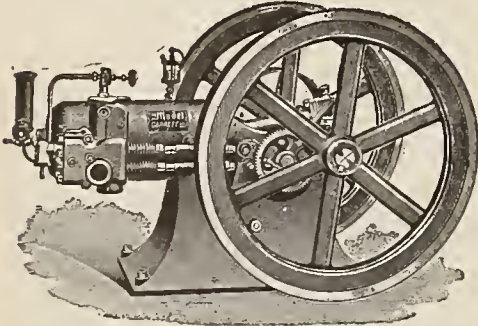
MITCHELL BROS. CO., Publishers, 315 Dearborn Street, CHICAGO, ILL.



**THOMPSON-LEWIS GAS ENGINE**

10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

**J. THOMPSON & SONS MFG. CO.**  
119 BRIDGE STREET, - BELOIT, WIS.

**THE MODEL GASOLINE ENGINES**

Are adapted for use on either gas, gasoline, or ordinary kerosene oil. They are simpler in construction, therefore less likely to get out of order than any other. Write for catalogue and prices.

**MODEL GAS ENGINE CO.,**  
AUBURN, IND.

MARSEILLES MANUFACTURING CO.,  
Western General Sales Agents,  
Marseilles and Peoria, Ill., and Council Bluffs and  
Cedar Rapids, Ia. and Kansas City, Mo.

**WALRATH GAS AND GASOLINE ENGINES.**

GOLD MEDAL  
PAN-AMERICAN  
EXPOSITION.

POINTS OF MERIT:  
ECONOMY,  
SIMPLICITY,  
DURABILITY.

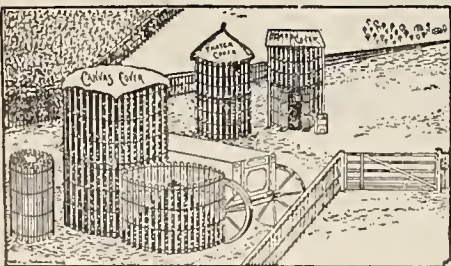


Especially Designed  
for Grain Elevators.

Our Portable Engines  
for General Farm  
Work Are Winners.

Send for  
Catalogue  
"E."

MARINETTE IRON WORKS MFG. CO., Marinette, Wis., U. S. A.

**PORTABLE CORN CRIBS.**

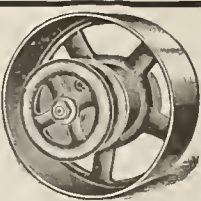
The demand for **Corn Crib**s will be enormous this season. Farmers are preparing to build new ones now. **You** should stop them immediately by offering our **Telescope Crib**s that are better, and at a fraction of what theirs will cost. Capacity: 125, 200, 300, 500, 800, 1,200 Bushels. Order printed matter and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2070, Richmond, Indiana, U. S. A.

**THE "B. & C." (PATENTED) FRICTION CLUTCH PULLEY**

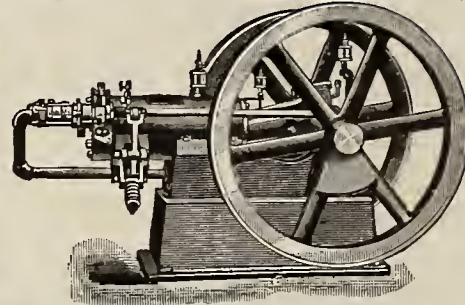
SPECIALLY DESIGNED FOR GAS, GASOLINE AND OIL ENGINES.  
Bolts directly on engine flywheel. A powerful grip, combined with a positive release. A simple mechanism enclosed in a dustproof case. The greatest ease of operation and adjustment.  
Write for Catalogue and Prices.

WHITMAN MANUFACTURING CO., Garwood, New Jersey.

**HOWE****HOWE**

**BORDEN & SELLECK COMPANY**  
ST. LOUIS CLEVELAND CHICAGO KANSAS CITY MINNEAPOLIS

**WHY** not be sure  
on weights.  
Howe scales  
are absolutely  
true scales.  
There is a certain satis-  
faction in having the best



**HOWE** Gasoline  
Engines.  
Something  
always on the move. Our  
last year's business was  
satisfactory. Was yours?

**"The Special Car Mover"**

IS PUTTING IT MILD

**"The Special Train Mover"**

IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Sac City, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

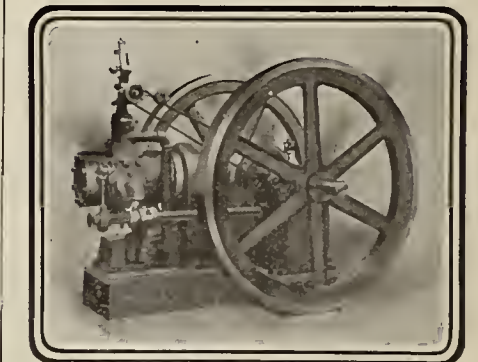
**THE CONVEYOR CAR LOADER**

Leads in its line. Shipped on trial.

**THE INCLINE ELEVATOR AND DUMP**

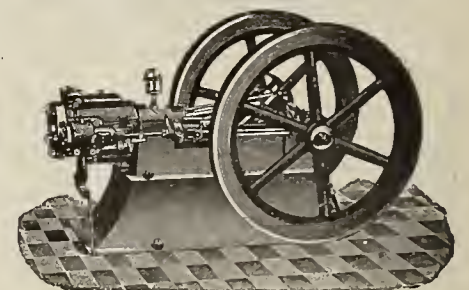
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn. without shoveling. Attracts the most profitable part of the business. Write for full particulars.

**H. KURTZ & SON, Sac City, Iowa.**

**GAS AND GASOLINE ENGINES**

**ELYRIA ENGINE CO.,**

ELYRIA, O.

**HAVANA GASOLINE ENGINES**

ARE BUILT RIGHT, WORK RIGHT  
AND ARE SOLD RIGHT.

Catalogue from

**The Ashurst Press Drill Co.**

Box B.

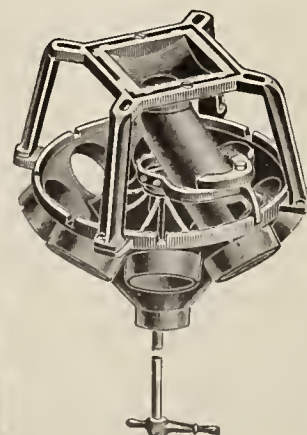
HAVANA, ILL.

**Dust Protector.**

The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Circular Free. Agents wanted

**H. S. COVER**

Patented Dec. 7, 1897. SOUTH BEND, IND.

**GUARANTEED**

Every Hall Distributor is guaranteed  
to do all we claim for it.  
Write for Booklet.

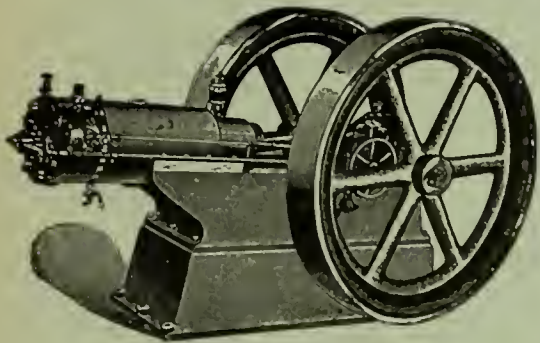
**Hall Distributor Co.**

506 First National Bank, Omaha, Neb.



# THE WAYNE GAS ENGINE

AN UNEXCELLED ELEVATOR POWER.



Uses either Gas or Gasoline. Electrical or tube ignition.

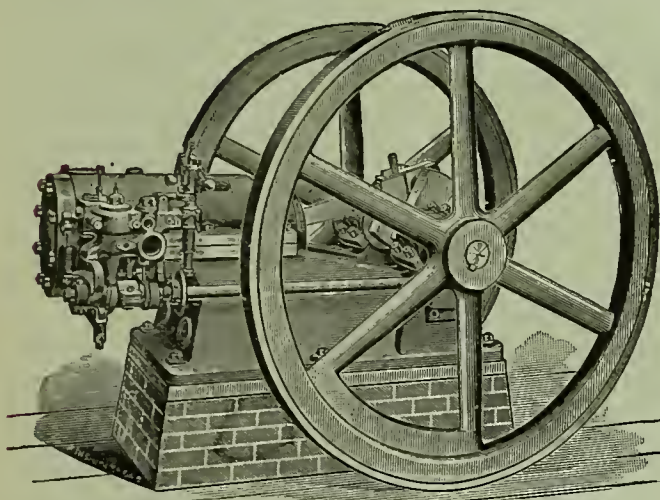
**SIMPLE,  
ECONOMICAL,  
RELIABLE.**

Don't fail to write us before deciding on anything in the motive power line.

**Fort Wayne Foundry & Machine Co.,**

FORT WAYNE, INDIANA.

# "NEW ERA" GASOLINE ENGINE



Easy to Start.

Easy to Operate.

Vertical Poppet Valves.

Electric or Tube Igniter.

Any working part removed for cleaning or repairing without disturbing other parts.

Heavy and Substantial. First-class throughout.

Thoroughly Guaranteed.

Sizes 5 to 125 H. P.

For Catalogue and Prices address

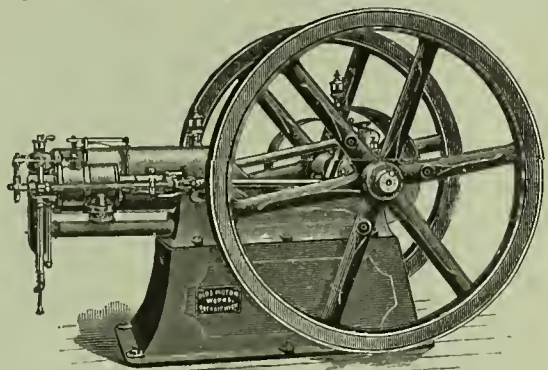
**NEW ERA IRON WORKS, 30 DALE AVENUE, DAYTON, OHIO**

# Knowing How

Gas Engines should be made, and making them to conform to our own high standard, gives the

# OLDS GAS and GASOLINE ENGINE

a prestige which has been confirmed by the test of 23 years' hard use.



Besides being Reliable, Economical and Durable, there is a simplicity about the Olds that is only attained by mechanical perfection.

Stationary Engines, 1 to 50 H. P. Portable Engines, 4½, 8 and 12 H. P.

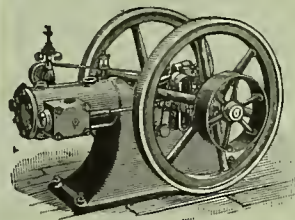
Write for illustrated catalogue.

# OLDS MOTOR WORKS,

223 RIVER STREET, LANSING, MICH.

# You Want a GAS ENGINE

That is well-made and first-class in every particular



# THE WATKINS

is IT. Easy to start, simple in operation and exceptionally well finished.

Catalogue with full particulars sent on request.

**THE FRANK M. WATKINS MFG. CO.**

839-855 W. Sixth St.

CINCINNATI, OHIO

# MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on the

# Chicago & North-Western Railway

which reaches the famous

**Water Powers,  
Coal Fields,  
Iron Ore Ranges,  
Hard and Soft  
Lumber Districts**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

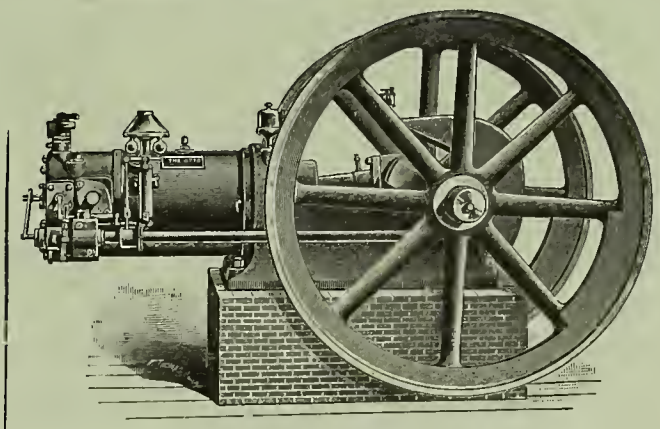
For further particulars apply to

MARVIN HUGHITT, JR., E. D. BRIGHAM,  
Freight Traffic Manager, General Freight Agent,  
CHICAGO.



**THE  
NORTH-WESTERN  
LINE**

THE PIONEER LINE  
WEST AND NORTHWEST OF CHICAGO.



**WE** start the New Year with *greatly increased facilities*, and hope to be able to make prompt deliveries in the future, thus saving our friends and patrons the vexatious delays they have suffered in the past. OTTO Gas and Gasoline Engines will meet any power requirements under the sun, no matter how exacting the conditions. Tell us your needs.

# THE OTTO GAS ENGINE WORKS,

PHILADELPHIA, PA.

MINNEAPOLIS,  
313 S. 3rd St.

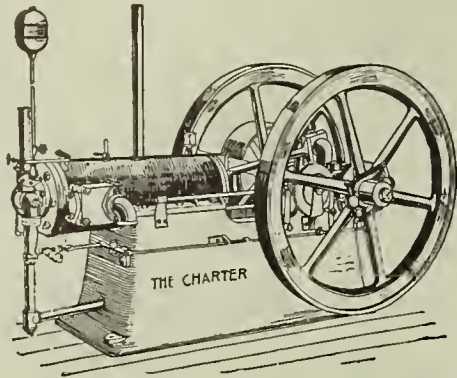
CHICAGO,  
360 Dearborn St.

OMAHA,  
18th and Douglas.



## HAVE YOU A GASOLINE ENGINE

OR HAVE YOU SEEN ONE THAT CAUSES ALL KINDS OF ANNOYANCE IN STARTING, NEEDS CONSTANT ATTENTION, USES TOO MUCH GASOLINE, WEARS OUT LONG BEFORE IT HAS GROWN OLD?



## THE CHARTER

Is not a cheap gasoline engine unless its avoidance of all of the above objectionable features and giving *PERFECT IMMUNITY FROM DANGER* be taken into consideration. State your power needs.

CATALOGUE AND TESTIMONIALS ON APPLICATION

**Charter Gas Engine Co.** 400 LOCUST STREET  
STERLING, ILL.

## What's the Trouble?

Dusty elevator? Liable to fire and dust explosions?  
High insurance rates. Operating expenses too large?

### DAY'S DUST-COLLECTING SYSTEM

Is the remedy for these evils. It soon pays for itself. Then, why not have it? - Write to-day about this system.

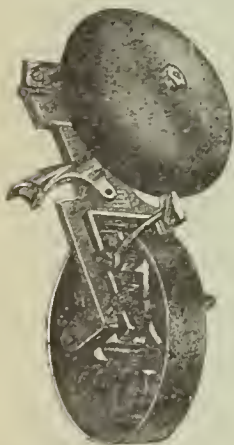
Postal for the new booklet, "Dust Collecting and Fuel Feeding."

**H. L. DAY,**

1122-1126 Yale Place, Minneapolis, Minn.



That's Day's Dust Collector. There's no other like it.

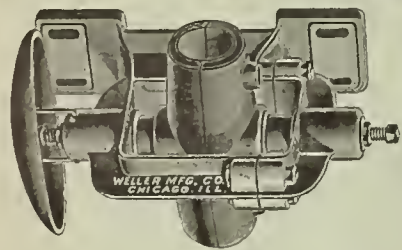


## SAFETY CUT-OFF and ALARM MACHINES, FOR ELEVATOR LEGS.

Prevent chokes by closing gates at proper time. Choke-ups impossible. Save time of men and plant. Cups and belts last twice as long. 200 machines now in 40 Minneapolis elevators.

**MOORE & LORENZ CO.**  
115 to 123 S. Clinton Street,  
60-66 W. Monroe Street,  
**CHICAGO, ILL.**

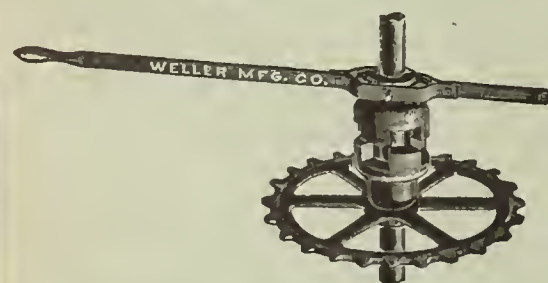
ALSO MANUFACTURERS OF SALEM STEEL AND TIN  
ELEVATOR BUCKETS, CONVEYORS, ETC.



## WELLER MFG. CO.

MANUFACTURERS OF

**GRAIN HANDLING and POWER TRANSMITTING MACHINERY**

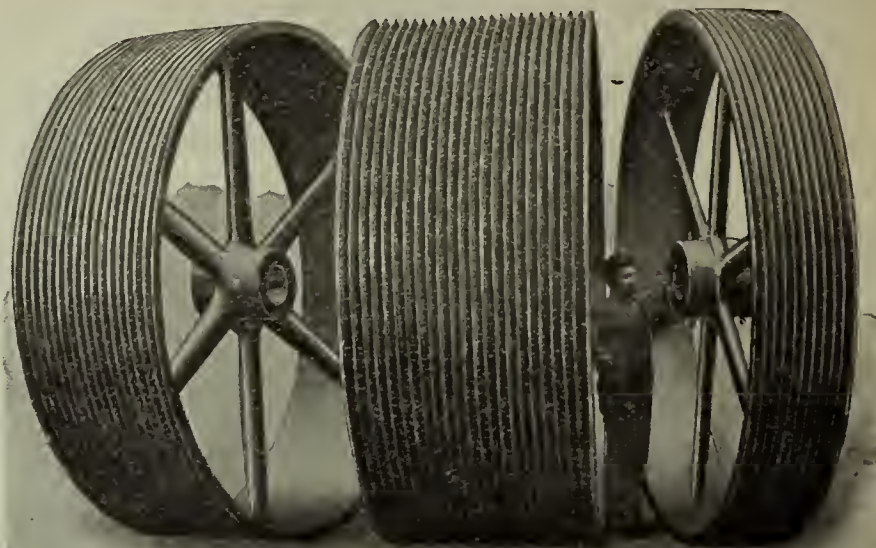


**GRAIN ELEVATOR SUPPLIES OF EVERY DESCRIPTION.**

NEW CATALOGUE  
No. 17  
OF 400 PAGES  
SENT ON  
APPLICATION.

**General Offices:**  
118-126 North Ave., CHICAGO.

**BRANCH OFFICE:**  
323 Powers Building, Decatur, Ill.



## WEBSTER M'FG CO.,

ESTABLISHED 1876.

INCORPORATED 1882.

MANUFACTURERS OF

**MACHINERY FOR TRANSMISSION OF POWER,  
GAS ENGINES,  
ELEVATING AND CONVEYING MACHINERY.**

Eastern Branch:  
38 Dey Street, New York City.

Office and Works:  
1075-1097 West 15th St., Chicago.



**The  
American  
M'f'g Co.**

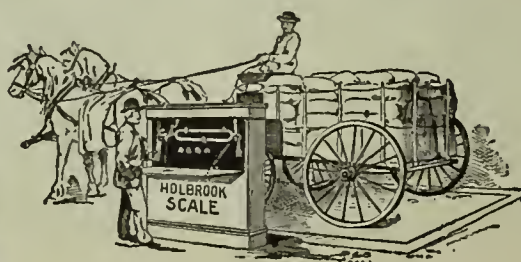
65 Wall St.  
NEW YORK.

**"AMERICAN" TRANSMISSION ROPE**  
SELF LUBRICATING

H. W. CALDWELL & SON CO., Chicago Representatives.

A Little Blue Book  
on Rope Transmission  
Sent Free upon  
request.

## Grain Elevator Machinery and Supplies.



**Wagon, Hopper, Portable and  
Dump Scales.**

Gas and Gasoline Engines of all sizes.  
Carry full stocks and can furnish you  
complete elevator equipment on short  
notice.

**C. D. Holbrook & Co.,**  
305-307 Third St., S. Minneapolis, Minn.